METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
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Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center
Mount Hamilton Conference Room
375 Beale Street, Suite 800
(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: 888-273-3658 (Access Code: 9427202)

Thursday, May 25, 2017
9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions

2. $PM_{2.5}$ Project Conformity Interagency Consultations

   a. Consultation to Determine Project of Air Quality Concern Status
      i. East Bay Greenway Project
      ii. Byron Highway/Byer Road Safety Improvements Project
      iii. Newell Road Bridge Replacement Project

   b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity
      i. Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern

3. Projects with Regional Air Quality Conformity Concerns

   a. Review of the Regional Conformity Status for New and Revised Projects
      3a_Regional_AQ_Conformity_Review.pdf
      3a_Attachment-A_List_of_Proposed_New_Projects.pdf

4. Release of Draft Transportation Conformity Analysis for the Amended 2017 Transportation Improvement Program (TIP) and Plan Bay Area 2040 (Update)

5. Consent Calendar

   a. April 27, 2017 Air Quality Conformity Task Force Meeting Summary

6. Other Items

   Next Meeting: June 22, 2017

MTC Staff Liaison: Harold Brazil hbrazil@mtc.ca.gov

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Bay Area Metro Center
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San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force DATE: May 12, 2016

FR: Harold Brazil W. I.

RE: $PM_{2.5}$ Project Conformity Interagency Consultation

Project sponsors representing four projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	Alameda County Transportation Commission (ACTC)	East Bay Greenway Project
2	Contra Costa County Public Works Department (CCCPW)	Byron Highway/Byer Road Safety Improvements Project
3	City of Palo Alto	Newell Road Bridge Replacement Project

2ai_East_Bay_Greenway_Project_Assessment_Form.pdf (for the East Bay Greenway project)

2aii_Byron_Highway_Byer_Rd_Safety_Improvements_Project _Assessment _Form.pdf (for the Byron Highway/Byer Road Safety Improvements project)

2aiii_Newell_Rd_Bridge_Replacement_Project_Assessment _Form.pdf (for the Newell Road Bridge Replacement project)

MTC also requests the review and concurrence from the Task Force on projects that project sponsors have identified as exempt and likely not to be a POAQC. **2b_Exempt List 051217.pdf** lists exempt projects under 40 CFR 93.126

Application of Criteria for a Project of Air Quality Concern
Project Title: East Bay Greenway
Project Summary for Air Quality Conformity Task Force Meeting: (May 25, 2017)

Description

The East Bay Greenway (project) would construct a regional trail facility using the Bay Area Rapid Transit (BART), Union Pacific Railroad (UPRR) Oakland Subdivision, and adjacent public street rights-of-way (ROW) consisting of Class I Multi-Use Path (Class I) and Class IV Separated Bikeway (Class IV) facilities. The project will provide physical separation and protection between vehicles and trail users to provide a facility that is safe and comfortable for bicyclists and pedestrians of all ages and abilities.

Two (2) design options are being considered that would bookend the final project alignment.[1] The placement of final alignment would fit within this envelope and is dependent on the amount of UPRR ROW available. They are identical in the northern portion of the project corridor from Lake Merritt BART to 47th Avenue. South of 47th Avenue the design options are distinguished by the degree to which they use UPRR ROW.

The design options are:

- R2T: Rail-to-Trail (assumes use of the full UPRR ROW)
- RwT: Rail-with-Trail (assumes minimal UPRR ROW use)

Figure 1 in the Project Review Form illustrates the project vicinity and project corridor. The two design options are identical north of 47th Avenue. South of 47th Avenue the RwT option requires greater modification to adjacent roadways and intersections and is therefore used as the basis for traffic and air quality analysis.

The project was found exempt from conformity requirements (40 CFR 93.126), in a combination of 2014 and 2016 reviews that together cover the length of the current project. However, more detailed design development has identified that the RwT option requires modifications to adjacent roadways not previously considered as part of conformity review. The project is being resubmitted for conformity task force review to determine whether the project qualifies for a 40 CFR 93.127 exemption due to the roadway changes, and if so for concurrence that the project is not a project of air quality concern (POAQC).

The project's proposed modifications to intersections along the corridor are detailed in Table A1, in the Project Review Form. The modifications include the following:

- Two (2) segments of San Leandro St. and San Leandro Blvd., in Oakland and San Leandro respectively, would be reduced from 4 through lanes to 2 through lanes with a center turn lane in order to install a Class I multi-use pathway adjacent to the street. These "road diets" would occur between 47th and Seminary Avenues (0.66 miles) in Oakland, and between Broadmoor Blvd. and Peralta Ave. (0.44 miles) in San Leandro.
- Changes to intersection control to eliminate conflicting movements between bicycles, pedestrians, and turning vehicles (e.g. installation of new signals, new protected turn phases, right turn on red prohibitions)
- Closure of slip lanes to improve safety of bicyclists and pedestrians at intersections
- Narrowing of travel lanes to 11 feet and removal of turn pockets to fit bicycle and pedestrian facilities

Background

- NEPA process for Categorical Exclusion is expected to be completed in 2018.
- The project has been before the task force previously, and exemption determinations were made as a bicycle/pedestrian project (40 CFR 93.126). The project limits now include the areas considered in both 2014 (19th Ave. to South Hayward BART) and 2017 (Lake Merritt BART to 19th Ave.) conformity exemptions.
- Several portions of a bike route in this corridor exist. This project will close gaps and improve bicycle facilities to provide a continuous route.

[1] The two design options are depicted in the Concept Design Plans. They are large files showing many project details, and are available online on Alameda CTC's project website:
http://www.alamedactc.org/files/managed/Document/20757/EBGW_RwT_ConceptPlans20170324.pdf
http://www.alamedactc.org/files/managed/Document/20758/EBGW_R2T_ConceptPlan20170324.pdf

– E. 12th St., San Leandro St., and San Leandro Blvd. within the project limits are functionally classified by Caltrans and FHWA as "minor arterials."[2]

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

– Not a new or expanded highway project.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- The project affects 28 intersections, 16 of which are not at Level of Service (LOS) D, E, or F in baseline conditions and will not operate at LOS D, E, or F with the project.
- Two (2) intersections at LOS D or worse in baseline conditions will see an improvement in LOS as a result of the project.
- Six (6) intersections at LOS D or worse in baseline conditions will see no change in LOS letter grade with the project. These intersections all have low truck volumes (heavy vehicle percentages between 2 % and 6 %) and will see no or marginal change in delay (maximum change in delay less than 10 seconds per vehicle).
- Four (4) intersections will see degradation to LOS D or worse as a result of the project. These intersections all have low truck volumes (heavy vehicle percentages between 2 and 3 %).
- The project will not generate any new traffic or increase heavy vehicle percentages. The project may reduce vehicular traffic via modal shift to walking, biking, and transit.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?

– The project site is not in and does not affect locations, areas, or categories of sites that are identified in a PM_{10} or $PM_{2.5}$ implementation plan.
– The immediate project area is not considered to be a site of violation or possible violation.

Future Traffic Volumes

The project is a bicycle/pedestrian facility that does not support increased VMT or add roadway capacity.

Recommendation

This project was previously been found to be fully exempt from conformity requirements (40 CFR 93.126) as a bicycle/pedestrian facility. The purpose and need for the project have not changed since 2014 and 2016 concurrence by the taskforce.

The RwT design option requires channelization and signalization changes at numerous intersections and two road diet segments. This results in the project better fitting 40 CFR 93.127 (channelization). However, the project should not be a POAQC because:

- All intersections that are or would become LOS D or worse have Annual Average Daily Traffic (AADTs) well below 125,000 and, except for one at 6%, truck counts of 4% or lower.
- Of the 28 intersections analyzed for LOS on or near the project, only four (4) would have LOS declines due to this project.
- In addition, the two short (2/3 and < ½ mile) road diet segments would be neither regionally significant nor POAQC, with AADTs both existing and in 2040 below 20,000 and 4% trucks.

[2] Caltrans Functional Classification Maps, accessed 3/2/2017: http://www.dot.ca.gov/hq/tsip/hseb/crs_map/05l23.pdf and http://www.dot.ca.gov/hq/tsip/hseb/crs_map/05l34.pdf

RTIP ID# *(required)*
240347

TIP ID# *(required)*
ALA 150008

Air Quality Conformity Task Force Consideration Date
May 25, 2017

Project Description *(clearly describe project)*
The East Bay Greenway (project) would construct a regional trail facility using the Bay Area Rapid Transit (BART), Union Pacific Railroad (UPRR) Oakland Subdivision, and adjacent public street rights-of-way (ROW) consisting of Class I Multi-Use Path (Class I) and Class IV Separated Bikeway (Class IV) facilities. The project will provide physical separation and protection between vehicles and trail users to provide a facility that is safe and comfortable for bicyclists and pedestrians of all ages and abilities.

Two (2) design options are being considered that would bookend the final project alignment.[1] The placement of final alignment would fit within this envelope and is dependent on the amount of UPRR ROW available. They are identical in the portion of the project corridor from Lake Merritt BART to 47th Avenue. South of 47th Avenue the design options are distinguished by the degree to which they use UPRR ROW.

The design options are:

- R2T: Rail-to-Trail (assumes use of the full UPRR ROW)
- RwT: Rail-with-Trail (assumes minimal UPRR ROW use)

Figure 1 illustrates the project vicinity and project corridor. The project corridor's northern limit is the Lake Merritt BART Station at Oak Street and E. 9th Street in Oakland. From this point to the Fruitvale BART Station, the project corridor would run east of and generally parallel to the BART alignment via City streets (E. 9th Street, Fallon Street, E. 10th Street, 8th Street, and E. 12th Street) as Class IV facilities. Between Fruitvale BART Station (35th Avenue) and 47th Avenue, a Class I is proposed within BART ROW.

South of 47th Avenue, where the UPRR Oakland Subdivision is present in the corridor, the project corridor remains within or adjacent to the UPRR/BART alignment, to the southern project limit at Tennyson Road and the South Hayward BART Station (approximately 12 miles). Between 47th Avenue and Tennyson Road the project connects to the Coliseum-Oakland International Airport, San Leandro, Bay Fair, and Hayward BART stations.

South of 47th Avenue, the R2T and RwT design options would differ, with the RwT option requiring greater encroachment into public street ROW and modifications to intersections in order to minimize usage of UPRR ROW. Because it results in greater modification to adjacent roadways and intersections, the RwT option is used as the basis for traffic and air quality analysis. The RwT option would construct Class I facilities for the entire section from 47th Avenue to Tennyson Road, except for a small portion of Class IV located in front of Coliseum BART.

The project was found exempt (40 CFR 93.126), in a combination of 2014 and 2016 reviews that together cover the length of the current project. However, more detailed analysis has now shown that the RwT option requires modifications to adjacent roadways not previously considered as part of conformity review. The project is being resubmitted for conformity task force review to determine whether the project qualifies for a 40 CFR 93.127 exemption due to the roadway changes, and if so, for concurrence that the project is not a project of air quality concern (POAQC).

[1] The two design options are depicted in the Concept Design Plans. They are available online on Alameda CTC's project website:
http://www.alamedactc.org/files/managed/Document/20757/EBGW_RwT_ConceptPlans20170324.pdf
http://www.alamedactc.org/files/managed/Document/20758/EBGW_R2T_ConceptPlan20170324.pdf

The project's proposed modifications to intersections along the corridor are detailed in the attached Table A1. The modifications include the following:

- Two (2) segments of San Leandro St. and San Leandro Blvd., in Oakland and San Leandro respectively, would be reduced from 4 through lanes to 2 through lanes with a center turn lane in order to install a Class I multi-use pathway adjacent to the street. These "road diets" would occur between 47th and Seminary Avenues (0.66 miles) in Oakland, and between Broadmoor Blvd. and Peralta Ave. (0.44 miles) in San Leandro.
- Changes to intersection control to eliminate conflicting movements between bicycles, pedestrians, and turning vehicles (e.g. installation of new signals, new protected turn phases, right turn on red prohibitions).
- Closure of slip lanes to improve safety of bicyclists and pedestrians at intersections.
- Narrowing of travel lanes to 11 feet and removal of turn pockets to fit bicycle and pedestrian facilities.

On March 23, 2017, the Task Force concurred that the two "road diet" segments would not be regionally significant. They do not, therefore, need to be included in the regional conformity analysis.

Type of Project:
Class I and IV pedestrian and bicycle facility, on and off-street.

County	***Narrative Location/Route & Postmiles***
Alameda	Between Lake Merritt and South Hayward BART stations, generally following the BART alignment, on E. 10th, 8th, and 12th Streets, San Leandro St. & Blvd., UPRR and BART ROW.

Lead Agency: Alameda CTC

Contact Person (ACTC)	***Phone#***	***Fax#***	***Email***
Chwen Siripocanont	510.208.7400	510.836.2185	csiripocanont@alamedactc.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: September-October 2017

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	5/2016	4/2018	7/2019	1/2021
End	6/2018	4/2020	7/2020	6/2023

Project Purpose and Need (Summary): *(please be brief)*

The purpose of the project is to:

- Improve bicycle and pedestrian network connectivity (provide continuous Class I and IV facility between Lake Merritt and South Hayward BART stations)
- Improve access to regional transit, schools, downtown areas, and major activity centers
- Create a regional trail transportation facility
- Improve safety for bicycles and pedestrians

Address the need for:

- Lack of or discontinuous bicycle and pedestrian routes
- Limited mobility and lack of connectivity
- Lack of safe, public use, multi-modal travel routes
- Lack of consistency in streetscape elements

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Fully-developed urban area; commercial and residential, with some industrial areas along and near E.12th and San Leandro Streets and San Leandro Blvd. Off-street paths would be under or adjacent to elevated BART tracks and UPRR freight line. Connects with all BART stations within the project limits.

Brief summary of assumptions and methodology used for conducting analysis

Operational analysis and traffic counts were conducted to determine peak-hour changes and Annual Average Daily Traffic (AADT). Recent traffic counts, including vehicle classification, were conducted by local jurisdictions and supplemented using counts collected in Fall 2016. Intersection traffic operational analysis was conducted using Highway Capacity Manual methodologies.

In several locations, other fully funded, environmentally-cleared projects will modify project intersections prior to construction of the project. In these locations, the project "baseline condition" includes the effects of the preceding projects.

Except at 66th Ave., AADT is calculated assuming that PM peak hour is 10% of AADT. Truck % is the % of "heavy vehicles" in PM peak-hour traffic counts. AM peak data are used at 66th Ave. since no PM peak truck counts were available.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

n/a

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

n/a

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT[2]

Twenty-eight (28) intersections[3] were analyzed on and near the project alignment. Table A1 presents the full intersection operations analysis results. The majority of study intersections (16 of 28) operate at LOS A, B, or C under baseline conditions and will continue to do so with the project.

Two (2) intersections (Table 2) operate at LOS D or worse under baseline conditions but would see an *improvement* in LOS as the project would reduce delays to left-turning vehicles due to installation of new signals or a road diet which creates more gaps for left-turning vehicles.

Six (6) intersections (Table 3) operate at LOS D under baseline conditions and would continue to operate at the same LOS with the project. Two (2) of the intersections would not see any change in delay attributable to the project. The remaining four intersections would see only marginal changes in delay (less than 10 seconds per vehicle increase) and all have AADTs below 30,000 and relatively low truck volumes.

Only four (4) intersections (Table 4) would see a decline in LOS to D or worse that is caused by the project. These intersections all have AADTs below 35,000 and small heavy vehicle volumes (2-3 % in the PM peak).

Table 2: Improving intersections, LOS D or worse

Project Route	Cross Streets	Baseline Peak LOS		Project Peak LOS		AADT	Truck %
		AM	PM	AM	PM		
8. E. 12th St. (EB)	25th Ave.	E	E	A	A	16,380	2
15. San Leandro St.	54th Ave.	F	F	D	E	16,610	2

Table 3: Intersections with no change, LOS D or worse

Project Route	Cross Streets	Baseline Peak LOS		Project Peak LOS		AADT	Truck %
		AM	PM	AM	PM		
4A. E. 12th St. (EB)	14th E. 8th St.	D	E	D	E	27,100	2
10. Fruitvale Ave	E. 12th Street	D	D	D	D	20,620	4
17. San Leandro St.	66th Ave.	D	D	D	D	27,900	6
19. San Leandro St.	75th Ave.	D	C	D	C	24,770	4
25. San Leandro St.	105th Ave.	F	D	F	D	11,940	2
29. San Leandro Bl.	Marina Bl.	D	D	D	D	26,040	2

Table 4: Deteriorating intersections, LOS D or worse

Project Route	Cross Streets	Baseline Peak LOS		Project Peak LOS		AADT	Truck %
		AM	PM	AM	PM		
4B. E. 12th St. (WB)	14th Ave., E. 8th St.	C	E	D	E	27,100	2
5. E. 12th St.	22nd Ave.	D	D	E	E	33,950	2
16. San Leandro St.	Seminary Ave.	C	B	D	C	20,160	3
28. San Leandro Bl.	Williams St.	C	C	D	D	22,480	n/a

[2] LOS is referenced to baseline condition, which is the opening year with modifications for intersections affected by other projects.

[3] See attached Table A1. Note that intersection 4 is split into 4A and 4B.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project will not generate any additional vehicle traffic or increases in heavy vehicle percentages. The project may reduce vehicle traffic due to modal shift from driving to biking, walking, and transit.

AADT for the baseline and horizon years are presented in Table 5 for the two segments of the project where road diets are proposed. Horizon year AADTs are determined using local growth factors. The AADTs and truck % are well below normal criteria for POAQC.

Table 5: Baseline and Future AADTs for Road Diet segments

Location	Build/No Build LOS	AADT	AADT (2040)	Truck %
San Leandro St. between 47th Ave. and Seminary Ave. (in Oakland)	E/F[4] D/C[5]	15,880[6]	18,700[7]	4%[8]
San Leandro Blvd. between Broadmoor Blvd. and Peralta Blvd. (in San Leandro)	D/D[9]	16,079[10]	18,935[11]	4%[12]

Source: CHS, City of Oakland, City of San Leandro, Alameda CTC; 3/2016

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
n/a

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
n/a

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project is not intended to be a congestion-relief project. It provides a continuous, approximately 16-mile bicycle facility to promote non-motorized travel. LOS changes are limited and localized, and incidental to the purpose of the project. No vehicle capacity is added. Therefore, substantial traffic redistribution would not be expected.

The project would implement several left turn prohibitions along E. 12th St. due to removal of left-turn pockets, which would cause vehicles to redistribute to the next available turning opportunity. This redistribution is accounted for in analysis.

[4] PM peak at 54th Ave.
[5] AM peak at Seminary Ave., east end of road diet segment.
[6] CHS count for EBGW, November 2016. Estimated using PM peak hour collected counts at 54th/San Leandro St and assuming PM peak hour is approximately 10% of daily ADT.
[7] Local existing and 2040 count estimations assume PM peak hour is approximately 10% of daily ADT.
[8] 11/1/16 AM peak count at Seminary Ave.; PM peak and both Peaks at 54th Ave. lower.
[9] AM & PM peaks at Davis St., just east of the segment.
[10] City of San Leandro, November 2016. Direct daily count from City of San Leandro.
[11] Local existing and 2040 count estimations assume PM peak hour is approximately 10% of daily ADT.
[12] 9/11/2014 AM peak count San Leandro Bl. at Davis St.; all heavy vehicles were on Davis St., PM peak lower.

Comments/Explanation/Details (please be brief)

This project should not be a project of air quality concern.
The United States Environmental Protection Agency (EPA) specifies in 40 CFR 93.123(b)(1) that quantitative PM2.5 and PM10 hot-spot analysis is required for certain types of projects, normally called "projects of air quality concern (POAQC)." EPA defines POAQCs in its guidance primarily in terms of significant levels of diesel traffic, or any other project that is identified by the PM2.5 State Improvement Plan as a localized air quality concern.
This project does not meet the criteria for requiring a quantitative PM2.5 hot spot analysis, as summarized below:

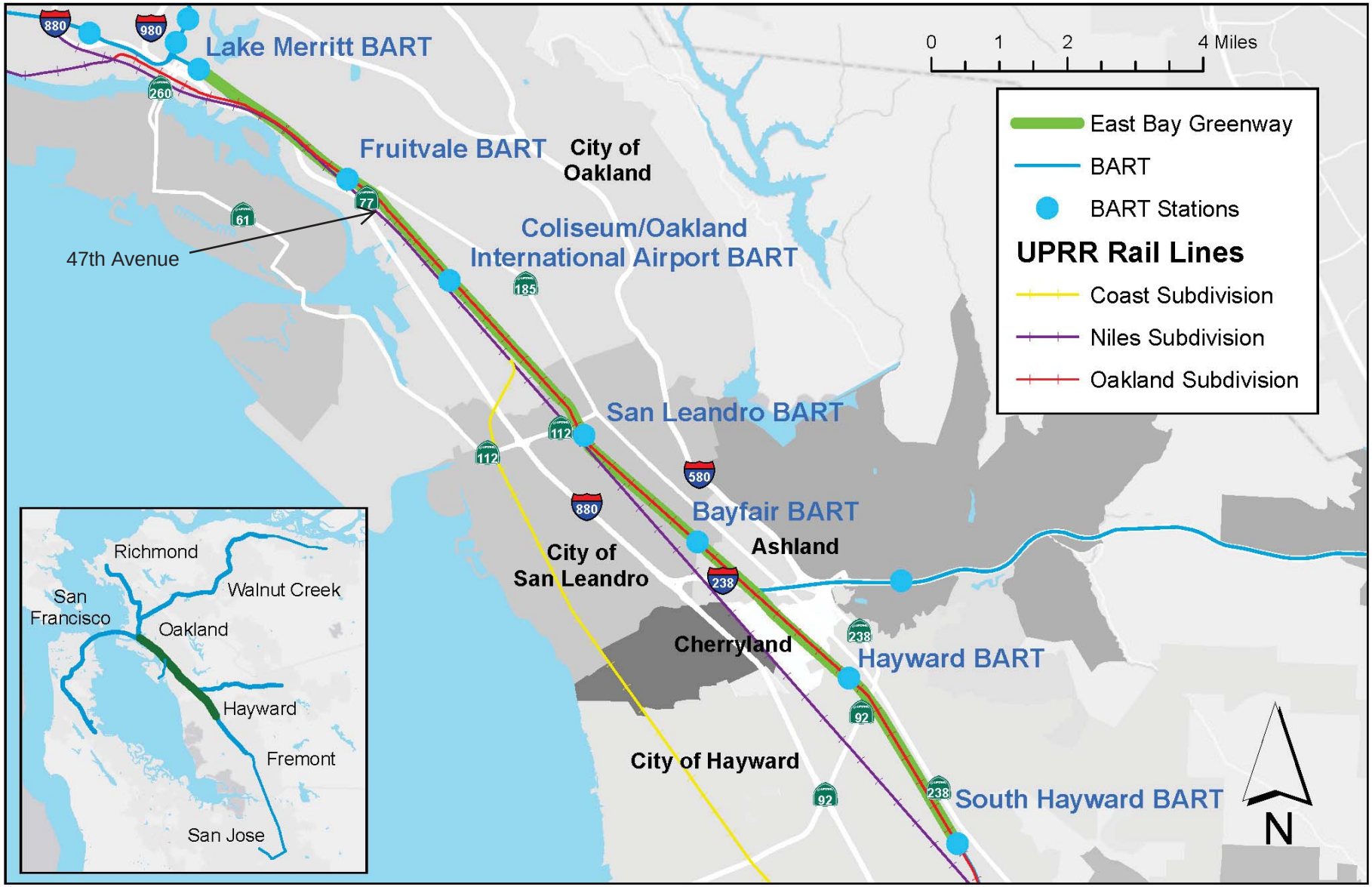
(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.
- This project is not a new or expanded highway.

(ii) Projects affecting intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
- The project affects 28 intersections, 16 of which are not at LOS D, E, or F in baseline conditions and will not operate at LOS D, E, or F with the project.
- Two (2) intersections at LOS D or worse in baseline conditions that are affected by the project will see an improvement in LOS.
- Six (6) intersections at LOS D or worse in baseline conditions that are affected by the project will see no change in LOS letter grade. These intersections all have low truck volumes (heavy vehicle percentages between 2 % and 6 %) and will see no or marginal change in delay (maximum change in delay less than 10 seconds per vehicle).
- Four (4) intersections will see degradation to LOS D or worse as a result of the project. These intersections all have low truck volumes (heavy vehicle percentages between 2 and 3 %).
- The project will not generate any new traffic or increase heavy vehicle percentages. The project may reduce vehicular traffic via modal shift to walking, biking, and transit.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
- The project is not a new bus or rail terminal or transfer point.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
- The project is not an expanded bus or rail terminal or transfer point.

Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10- applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.
- The project site is not in or affecting locations, areas, or categories of sites that are identified in a PM10 or PM2.5 implementation plan.
- The immediate project area is not considered to be a site of violation or possible violation.



ALAMEDA County Transportation Commission

Figure 1
Project Location Map

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Table A1. **East Bay Greenway - Preliminary LOS Results: Existing, Baseline, and Existing plus Project (Rail with Trail) Conditions**
Revised: 4/17/17

Intersection	City	Control	Existing				Baseline				Changes from Existing to Baseline	Baseline				With Project (Rail with Trail)				Changes from Baseline to Project
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
1. Fifth Ave / East 10th Street	OAK	Signal	14.6	B	20.1	C	14.6	B	20.1	C	None	14.6	B	20.1	C	17.6	B	28.1	C	Install protected EB right turn lane (cycle track) and protected WB left turn lane
2. Ninth Ave /East Eighth Street / East 10th Street	OAK	One Way Stop	12.9	B	11.6	B	12.9	B	11.6	B	None	12.9	B	11.6	B	12.1	B	9.9	A	Remove WB exclusive right turn lane and create WB stop controlled right turn slip lane to WB E. 10th.
3. 11th Ave / East Eighth Street / East 11th Street	OAK	Two Way Stop	17.9	C	18.2	C	17.9	C	18.2	C	None	17.9	C	18.2	C	13.4	B	18.0	C	WB E 8th approach reduction from 3 to 2 lanes
4A 14th Ave / East Eighth Street / East 12th Street (EB)	OAK	Signal	9.5	A	13.7	B	37.1	D	**59.5**	**E**	**East Bay BRT**: Existing northbound E 8th approach modified from single, exclusive free right turn lane to signal arrow-restricted, double exclusive right turn lanes. Cycle length modified from existing 65s duration to 125s.	37.1	D	**59.5**	**E**	36.9	D	**59.2**	**E**	SB 14th Avenue changes from three through lanes to two through lanes. EB E 12th right turn slip lane is removed. Re-optimize signal splits. Intersection remains LOS E and reduces in delay, therefore no impact.
4B 14th Ave / East Eighth Street / East 12th Street (WB)	OAK	Signal	37.9	D	19.3	B	35.0	C	**70.0**	**E**	**East Bay BRT**: Existing WB approach modified from exclusive left turn lane, shared left turn/through lane, and shared through/right turn lane to double left turn only lanes and shared through/right turn lane. Existing SB approach modified from two exclusive through lanes and shared through/right turn lane to a single exclusive through lane and shared through/right turn lane. Cycle Length modified from existing 65s duration to 125s.	35.0	C	**70.0**	**E**	45.4	D	**62.8**	**E**	WB changes from two left lanes, one shared through right lane to one exclusive left turn lane, one through lane and one exclusive right turn lane. WB right turn becomes signal arrow-protected and no right turns on red are allowed for WB approach. Re-optimize signal splits. Intersection remains LOS E and reduces in delay, therefore no impact.
5. 22nd Ave / East 12th Street	OAK	Signal	49.5	D	39.2	D	49.5	D	39.2	D	None	49.5	D	39.2	D	**75.3**	**E**	**69.1**	**E**	LOS change from LOS D to E due to added eastbound E 12th Ave right arrow signal control and redistributed left turns from intersections further east on E 12th Street.
6. 23rd Ave / East 12th Street	OAK	Signal	11.5	B	11.5	B	11.5	B	11.5	B	None	11.5	B	11.5	B	11.7	B	11.8	B	Eastbound E 12th lane widths reduced from 12 ft to 11 ft
7. Miller Street / East 12th Street	OAK	Two Way Stop	12.5	B	11.3	B	12.5	B	11.3	B	None	12.5	B	11.3	B	3.0	A	2.5	A	E 12th EB left turn lane removed. Signalized intersection with Project; left turns redistributed from this intersection.
8. 25th Ave / East 12th Street	OAK	Two Way Stop	**47.3**	**E**	**48.2**	**E**	**47.3**	**E**	**48.2**	**E**	None	**47.3**	**E**	**48.2**	**E**	4.5	A	4.3	A	Signalized intersection with Project; left turns redistributed from this intersection. Improve from LOS E to A, therefore no impact.
9. 29th Ave / East 12th Street	OAK	Signal	19.0	B	24.1	C	19.0	B	24.1	C	None	19.0	B	24.1	C	20.1	C	24.1	C	Install EB E 12th right turn lane with protected arrow and remove SB 29th right turn slip lane
10. Fruitvale Ave / East 12th Street	OAK	Signal	33.8	C	36.1	D	35.2	D	37.6	D	**Fruitvale Alive**: Existing WBT modified from through only lane and shared through and right turn lane to a single shared through and right turn lane. Existing NBT modified from single shared through and right turn lane by adding an additional through only lane.	35.2	D	37.6	D	36.2	D	44.6	D	Project: EB right turn protected phase is added, and right turns on red are not allowed.
13. High Street / San Leandro Street	OAK	Signal	31.2	C	31.8	C	31.2	C	31.8	C	None	31.2	C	31.8	C	31.2	C	31.8	C	None
14. 50th Ave / San Leandro Street	OAK	Signal	16.1	B	17.9	B	16.1	B	17.9	B	None	16.1	B	17.9	B	20.6	C	30.5	C	Westbound San Leandro St reduced from three lanes L/T/TR to two lanes L/TR.
15. 54th Ave / San Leandro Street	OAK	Two Way Stop	**119.3**	**F**	**58.0**	**F**	**119.3**	**F**	**58.0**	**F**	None	**119.3**	**F**	**58.0**	**F**	31.9	D	**45.4**	**E**	With Project, road diet configuration reduces San Leandro St from 4 lanes to 2, creating more gaps for 54th Ave left turning vehicles under Stop control (Project conditions).
16. Seminary Ave / San Leandro Street	OAK	Signal	23.1	C	16.7	B	23.1	C	16.7	B	None	23.1	C	16.7	B	48.8	D	22.1	C	With Project, road diet configuration reduces through capacity on San Leandro St signalized approaches.
17. 66th Ave / San Leandro Street	OAK	Signal	42.8	D	38.1	D	42.8	D	38.1	D	None	42.8	D	38.1	D	45.9	D	44.0	D	SB lane width changes from 12 to 11 feet. Also assumes WB right turn prohibition when walk signal for bike trail illuminated and RTOR prohibited.
18. 69th Ave / San Leandro Street	OAK	Signal	19.1	B	13.0	B	19.1	B	13.0	B	None	19.1	B	13.0	B	19.8	B	13.3	B	SB lane width changes from 12 to 11 feet. Also assumes WB right turn prohibition when walk signal for bike trail illuminated and RTOR prohibited.
19. 75th Ave / San Leandro Street	OAK	Signal	36.9	D	26.8	C	36.9	D	26.8	C	None	36.9	D	26.8	C	36.9	D	26.8	C	None
20. Hegenberger Road On-Ramp / San Leandro Street / 73rd Ave	OAK	Signal	9.4	A	7.0	A	9.4	A	7.0	A	None	9.4	A	7.0	A	10.9	B	9.1	A	With Project, Eastbound San Leandro St reduced from three lanes T/T/R to two lanes T/TR.
21. 81st Ave / San Leandro Street	OAK	Signal	11.9	B	9.2	A	11.9	B	9.2	A	None	11.9	B	9.2	A	11.9	B	9.2	A	None
22. 85th Ave / San Leandro Street	OAK	Signal	28.1	C	26.3	C	28.1	C	26.3	C	None	28.1	C	26.3	C	28.8	C	26.4	C	EB/WB San Leandro lane width changes from 12 to 11 feet. Also assumes WB right turn prohibition when walk signal for bike trail illuminated and RTOR prohibited.
23. 92nd Ave / San Leandro Street	OAK	Signal	15.4	B	7.6	A	15.4	B	7.6	A	None	15.4	B	7.6	A	15.9	B	7.8	A	EB/WB San Leandro lane width changes from 12 to 11 feet. Also assumes WB right turn prohibition when walk signal for bike trail illuminated and RTOR prohibited.
24. 98th Ave / San Leandro Street	OAK	Signal	20.1	C	21.1	C	20.1	C	21.1	C	None	20.1	C	21.1	C	20.1	C	21.3	C	EB San Leandro modifies from one left, two through, and one right turn lane to one left, one through, and one shared through/ right lane. Minimal EB right turns in AM peak hour.
25. 105th Ave / San Leandro Street	OAK	All Way Stop	**69.1**	**F**	28.5	D	**69.1**	**F**	28.5	D	None	**69.1**	**F**	28.5	D	**69.1**	**F**	28.5	D	Existing all-way stop congestion during AM peak hour that is not affected by implementation of the Project.
28. Williams Street / San Leandro Boulevard	SL	Signal	33.7	C	26.0	C	33.7	C	26.0	C	None	33.7	C	26.0	C	52.5	D	55.0	D	Project: Add southbound right turn protected arrow to protect parallel southbound cycletrack crossing.
29. Marina Boulevard / San Leandro Boulevard	SL	Signal	38.2	D	35.1	D	38.2	D	35.1	D	None	38.2	D	35.1	D	39.7	D	42.0	D	Project: Add southbound right turn and eastbound right turn protected arrows to protect southbound cycletrack crossing.
32. Castro Street / San Leandro Boulevard	SL	Two Way Stop	11.8	B	11.2	B	11.8	B	11.2	B	None	11.8	B	11.2	B	12.1	B	11.5	B	Platooning effect on SL Blvd due to upstream Williams/SL intersection modification.
33. A Street / Grand Street / Western Boulevard	HAY	Signal	20.5	C	20.8	C	20.5	C	20.8	C	None	20.5	C	20.8	C	20.5	C	20.8	C	None

Note: ***Baseline includes AC Transit Bus Rapid Transit geometric changes on 14th Avenue/E. 8th/E. 12th dual intersections; and Fruitvale Alive changes at Fruitvale/E. 12th and Fruitvale/San Leandro intersections.***

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Application of Criteria for a Project of Air Quality Concern
Project Title: Byron Highway/Byer Road Safety Improvements
Project Summary for Air Quality Conformity Task Force Meeting: TBD

Description

- Project will widen 2000 feet of Byron Highway to construct a left turn pocket from southbound Byron Highway to eastbound Byer Road, construct a two-way left turn lane, and provide paved shoulders.
- The two-way left turn lane will provide a refuge area for vehicles making a left turn from the school in order to merge with southbound traffic on Byron Highway.
- The project does not generate new vehicle trips, so there will be no increase in traffic volumes.
- This project is a safety project to improve the traffic circulation on the principal arterial, localized to the adjacent middle school in a rural area of east Contra Costa County.

Background

- NEPA process for Categorical Exclusion has not started (as of April 26, 2017).
- Seeking air quality conformity determination as early as possible.
- Project will request a Caltrans field review for NEPA/CEQA requirements.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project with significant number or increase in diesel vehicles.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Current LOS for Byer Road is LOS C for peak hour traffic. The ADT is about 2,200 vehicles with a peak westbound traffic to the Byron Highway intersection at about 60 vehicles.
- The intersection is near a school, and the surrounding area land use is agriculture and residential.
- Northbound and southbound traffic on Byron Highway is not controlled by a stop sign or traffic signal light; therefore those legs of the intersection are LOS A. The ADT is about 12,000 vehicles on Byron Highway.
- No project changes to land use that would affect diesel traffic percentage.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?

- The implementation of this project would not result in any changes in land use or transportation circulation in the project area that could result in a change in the number of diesel vehicles in traffic in the project area. Approximately 8.4% of vehicles on Byron Highway can be considered diesel powered and this project would not change that percentage in local traffic from the current distribution of vehicles by fuel type.

RTIP ID# *(required)*
240746

TIP ID# *(required)*
CC-110115

Air Quality Conformity Task Force Consideration Date
May 2017

Project Description *(clearly describe project)*
The project will install traffic safety improvements along 2000 feet of Byron Highway starting from 350 feet south of the Byer Road intersection to about Hoffmann Lane to the north. The three major components of this project are 1) the dedicated left turn pocket at Byer Road, 2) the two-way left turn lane, and 3) wider paved shoulders. The east side of Byron Highway will be widened for a maximum width of 12 feet to allow for the left turn pocket and two-way left turn lane. The existing pavement striping will be shifted and revised for 6 feet wide shoulders on both sides, two 12 feet wide travel lanes, and a 12 feet wide two-way left turn lane/left turn pocket.

For the widening, approximately 9800 square feet will need to be acquired along the school's frontage. The School District and the Contra Costa County have discussed the impacts of the improvements prior to Federal Grant application. Utility coordination will be conducted to relocate the existing overhead utilities.

Type of Project:
Improve traffic circulation and driver safety with a left turn pocket, dual left turn lane, and standard width paved shoulders.

County	*Narrative Location/Route & Postmiles*
Contra Costa	**On Byron Highway between Hoffman Lane to 350 feet South of Byer Road**

Lead Agency: Contra Costa County Public Works Department (CCCPW)

Contact Person (CCCPW)	*Phone#*	*Fax#*	*Email*
Larry Leong	925-313-2026	925-313-2333	larry.leong@pw.cccounty.us
Contact Person (CCCPW)	*Phone#*	*Fax#*	*Email: nancy.wein@pw.*
Nancy Wein	*925-313-2275*	*925-313-2333*	*cccounty.us*

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X *Categorical Exclusion (NEPA)*	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	*Other*

Scheduled Date of Federal Action: September-October 2017

NEPA Delegation – Project Type *(check appropriate box)*

	X **Section 326 – Categorical Exclusion**	**Section 327 – Non-Categorical Exclusion**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2/1/2017	6/2/2017	11/2/2018	12/31/2019
End	11/1/2018	8/1/2019	5/1/2019	6/30/2021

Project Purpose and Need (Summary): *(please be brief)*
This project will install a left turn pocket on southbound Byron Highway onto Byer Road to improve the traffic circulation at the intersection. A two-way left turn lane along Byron Highway will be installed to aid drivers leaving the school to merge with southbound Byron Highway traffic. This project will also widen the roadway to provide wider paved shoulders along Byron Highway to provide a recovery area for vehicles.

These traffic safety countermeasures will improve the safety of drivers along Byron Highway, a principal arterial, and also improve the traffic circulation along the frontage of the middle school.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding Land Use – Agriculture, residential

Traffic Generators – Excelsior Middle School, State Route 4, Downtown Brentwood, Discovery Bay residential community

Brief summary of assumptions and methodology used for conducting analysis
2014 peak hour traffic counts were entered into Synchro 9 to develop a level of service for the intersection.

Byer Road controls the level of service of the intersection since the westbound leg of the intersection is stop controlled. Byron Highway is free flow through the intersection.

This project will not lead to any negative change to the intersection LOS or any increase in the number of diesel vehicles at the intersection.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The intersection LOS of Byron Highway and Byer Road is the following for existing 2014 traffic counts:

Intersection	AM Peak Hour (2014)	PM Peak Hour (2014)
Byron Hwy/Byer Road	No Build – LOS B	No Build – LOS C
	Build – LOS A	Build – LOS A

The existing ADTs on Byron Highway and Byer Road are approximately 12,000 vehicles per day and 2,300 vehicles per day, respectively. Byron Highway serves as the principal arterial between Tracy/Mountain House in San Joaquin County to Brentwood in east Contra Costa County.

About 8.4% of the ADT on Byron Highway is due to truck traffic or 485 vehicles in 2013. This accounts for buses, trucks and tractor trailers. The existing number of trucks and truck AADT are not expected to change as a result of this project.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Regional Transportation Horizon (design) year is 2040 using the CCTA travel demand model. However this travel demand model assumes construction of State Route 239 which significantly decreases the traffic volumes on Byron Highway and Byer Road in 2040. Therefore, the conservative approach would be to assume that the intersection will maintain the same LOS as shown above and the 2040 ADT will be same as existing.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

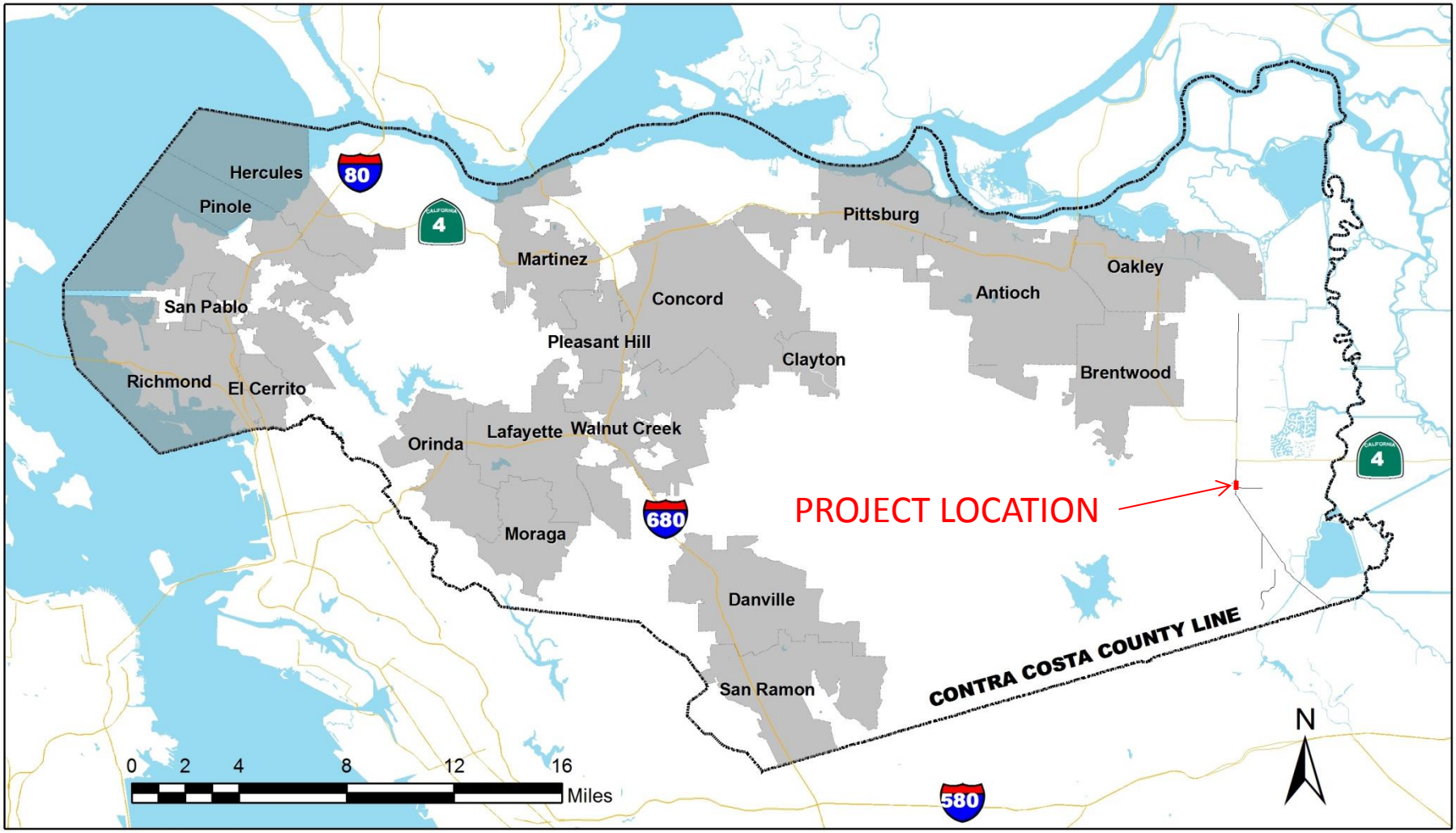
1) Southbound traffic on Byron Highway will be able to safely pass vehicles making a left turn onto Byer Road. Currently turning vehicles will wait in the traffic lane for on-coming traffic to clear the intersection before making the left turn.

2) When leaving the school, vehicles turning southbound onto Byron Highway can utilize the two-way left lane as a refuge area prior to merging with southbound traffic. This will alleviate the backup on school property.

Comments/Explanation/Details (please be brief)

The following attachments are to support this document:
Exhibit 1: Vicinity Map
Exhibit 2: Project Layout

A slide presentation will be prepared and submitted prior to task force meeting.



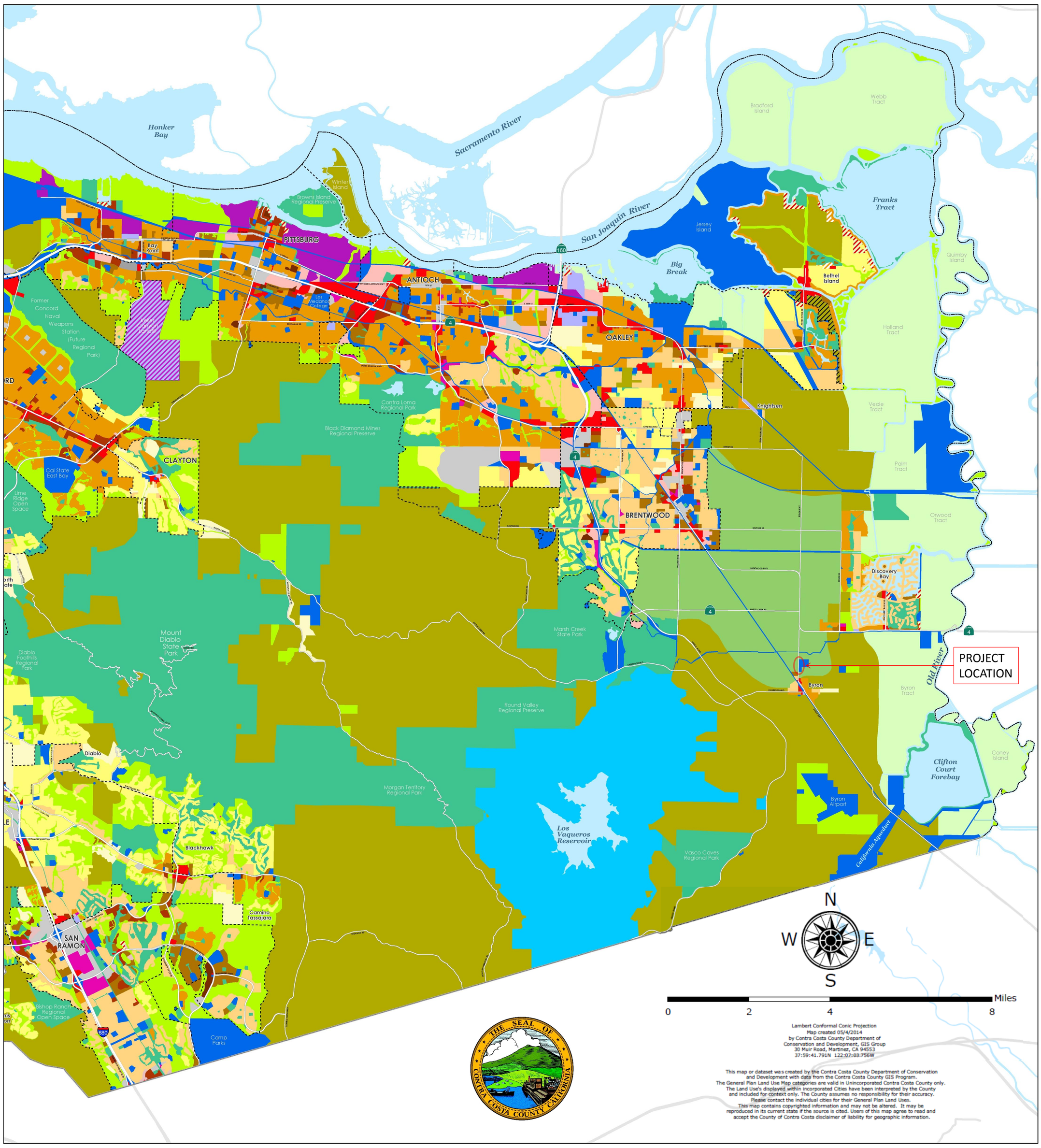
Contra Costa County
Public Works
Department
255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925-313-2333

VICINITY MAP

BYRON HIGHWAY/BYER ROAD SAFETY IMPROVEMENTS

FEDERAL ID NO:	DB: LL CB:	DATE: JULY 2015	Page 1 of 1

East Contra Costa County

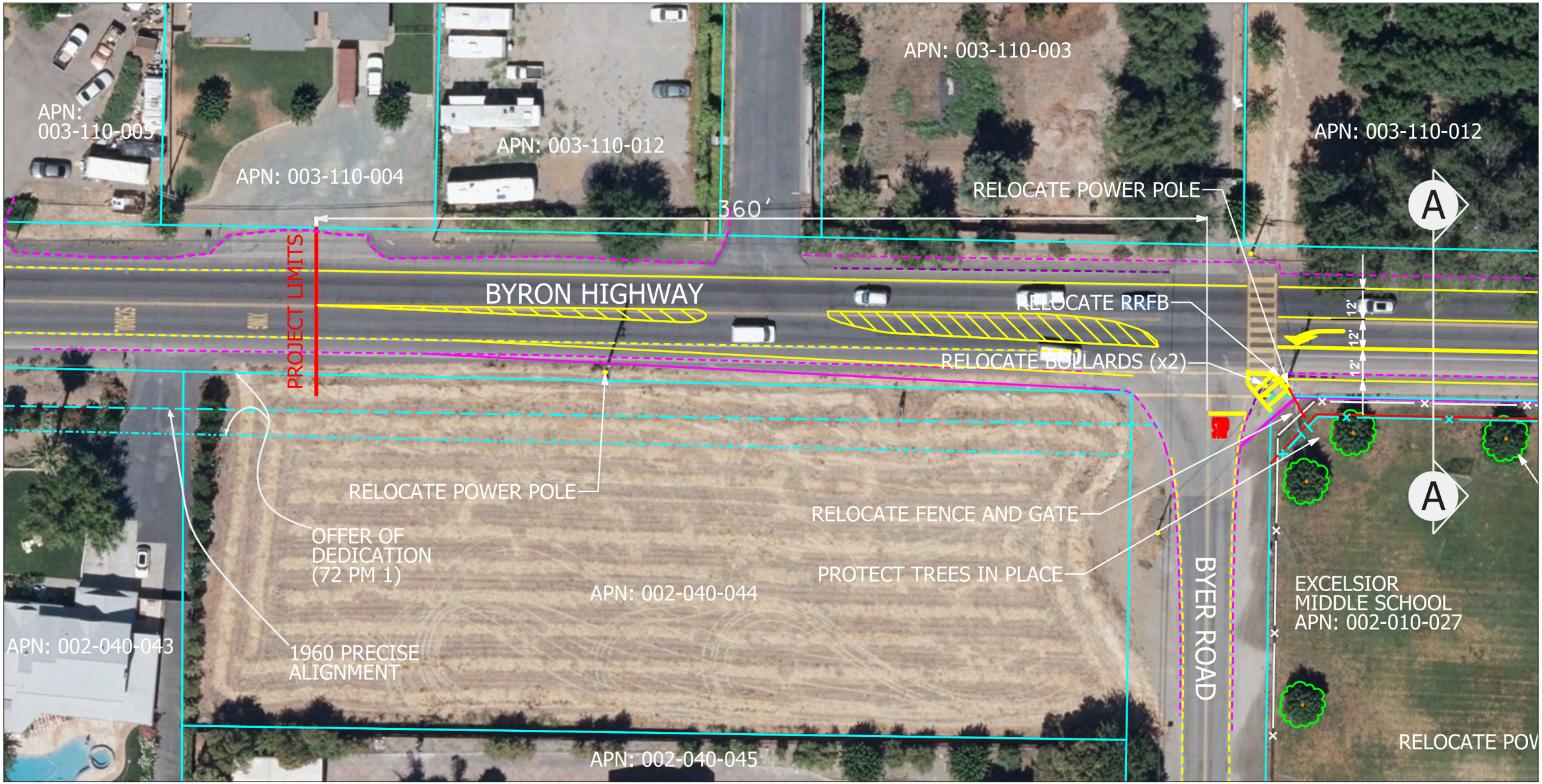


General Plan
Land Use Element

General Plan Designations for Land Within Contra Costa County

- MU (Mixed Use)
- M -1 (Parker Avenue Mixed Use)
- M -2 (Downtown/Waterfront Rodeo Mixed Use)
- M -3 (Pleasant Hill BART Mixed Use)
- M -4 (Willow Pass Road Mixed Use)
- M -5 (Willow Pass Road Commercial Mixed Use)
- M -6 (Bay Point Residential Mixed Use)
- M -7 (Pittsburg/Bay Point BART Station Mixed Use)
- M -8 (Dougherty Valley Village Center Mixed Use)
- M -9 (Montalvin Manor Mixed Use)
- M -10 (Willow Pass Business Park Mixed Use)
- M -11 (Appian Way Mixed Use)
- M -12 (Triangle Area Station Mixed Use)
- M -13 (San Pablo Dam Rd Mixed Use)
- SV (Single Family Residential - Very Low)
- SL (Single Family Residential - Low)
- SM (Single Family Residential - Medium)
- SH (Single Family Residential - High)
- ML (Multiple Family Residential - Low)
- MM (Multiple Family Residential - Medium)
- MH (Multiple Family Residential - High)
- MV (Multiple Family Residential - Very High)
- MS (Multiple Family Residential - Very High Special)
- CC (Congregate Care/Senior Housing)
- MO (Mobile Home)
- CO (Commercial)
- OF (Office)
- BP (Business Park)
- LI (Light Industry)
- HI (Heavy Industry)
- AL, OIBA (Agricultural Lands & Off Island Bonus Area)
- CR (Commercial Recreation)
- ACO (Airport Commercial)
- LF (Landfill)
- PS (Public/Semi-Public)
- PR (Parks and Recreation)
- OS (Open Space)
- AL (Agricultural Lands)
- AC (Agricultural Core)
- DR (Delta Recreation)
- WA (Water)
- WS (Watershed)

Map includes all amendments through April 2014.
For higher detail and the most current designations please refer to the county's Maps & GIS website: http://www.contracosta.ca.gov/1818/Maps-GIS for an interactive map and GIS data downloads.



LEGEND

EXISTING	DESCRIPTION	PROPOSED
	Right of Way	
	Striping	
	Edge of Pavement	
	Sidewalk	
	Fence	

SCALE:
1:40 on 11x17

Contra Costa County
Public Works
Department
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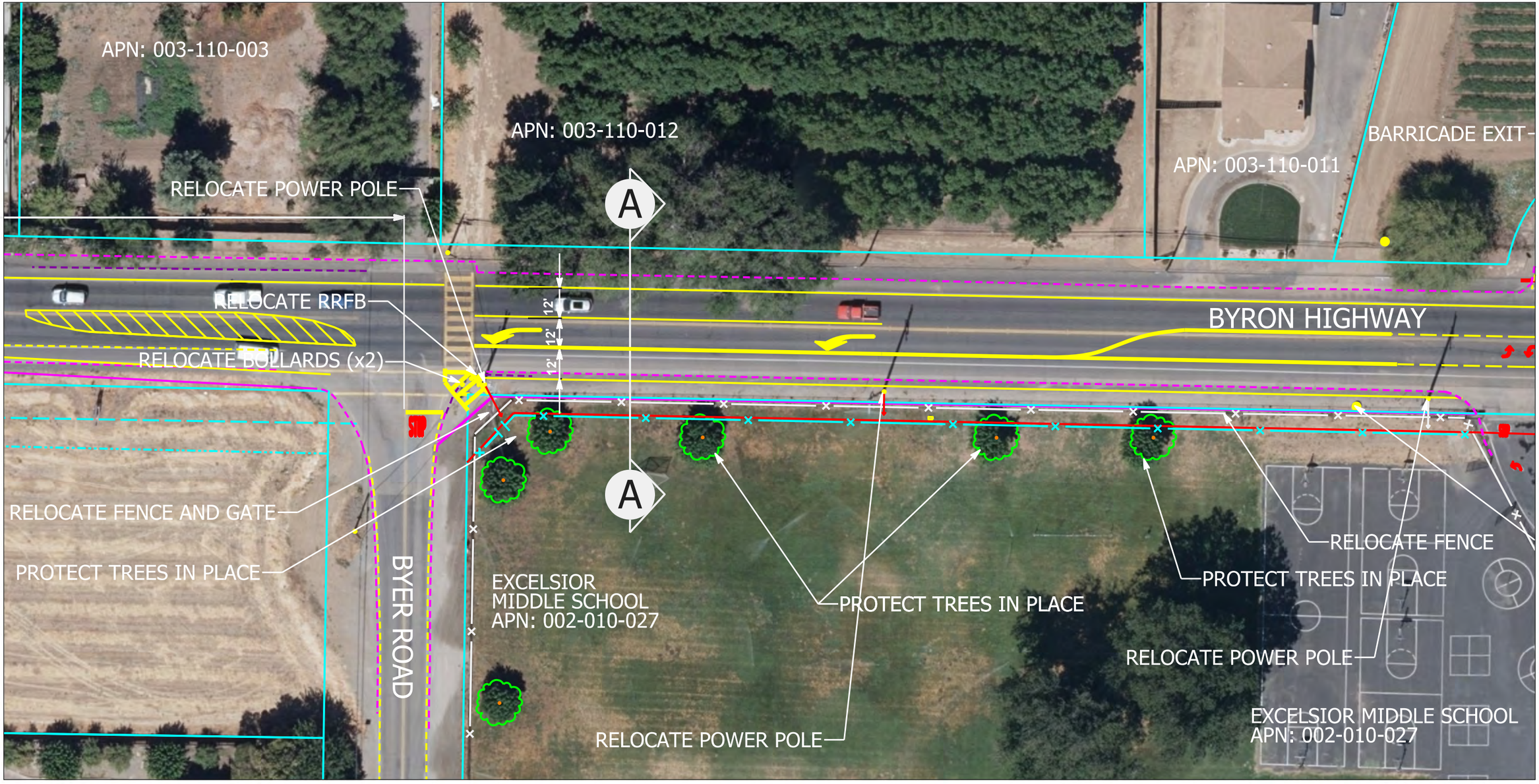
PROPOSED PROJECT LAYOUT

BYRON HIGHWAY / BYER ROAD
SAFETY IMPROVEMENTS

FEDERAL ID NO.: | DB: LL | CB: AV | DATE: JULY 2016 | SHEET 1 OF 5



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PROPOSED PROJECT LAYOUT

BYRON HIGHWAY / BYER ROAD
SAFETY IMPROVEMENTS

FEDERAL ID NO.: | DB: LL CB: AV | DATE: JULY 2016 | SHEET 2 OF 5

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	Right of Way	
	Striping	
	Edge of Pavement	
	Sidewalk	
	Fence	

SCALE:
1:40 on 11x17

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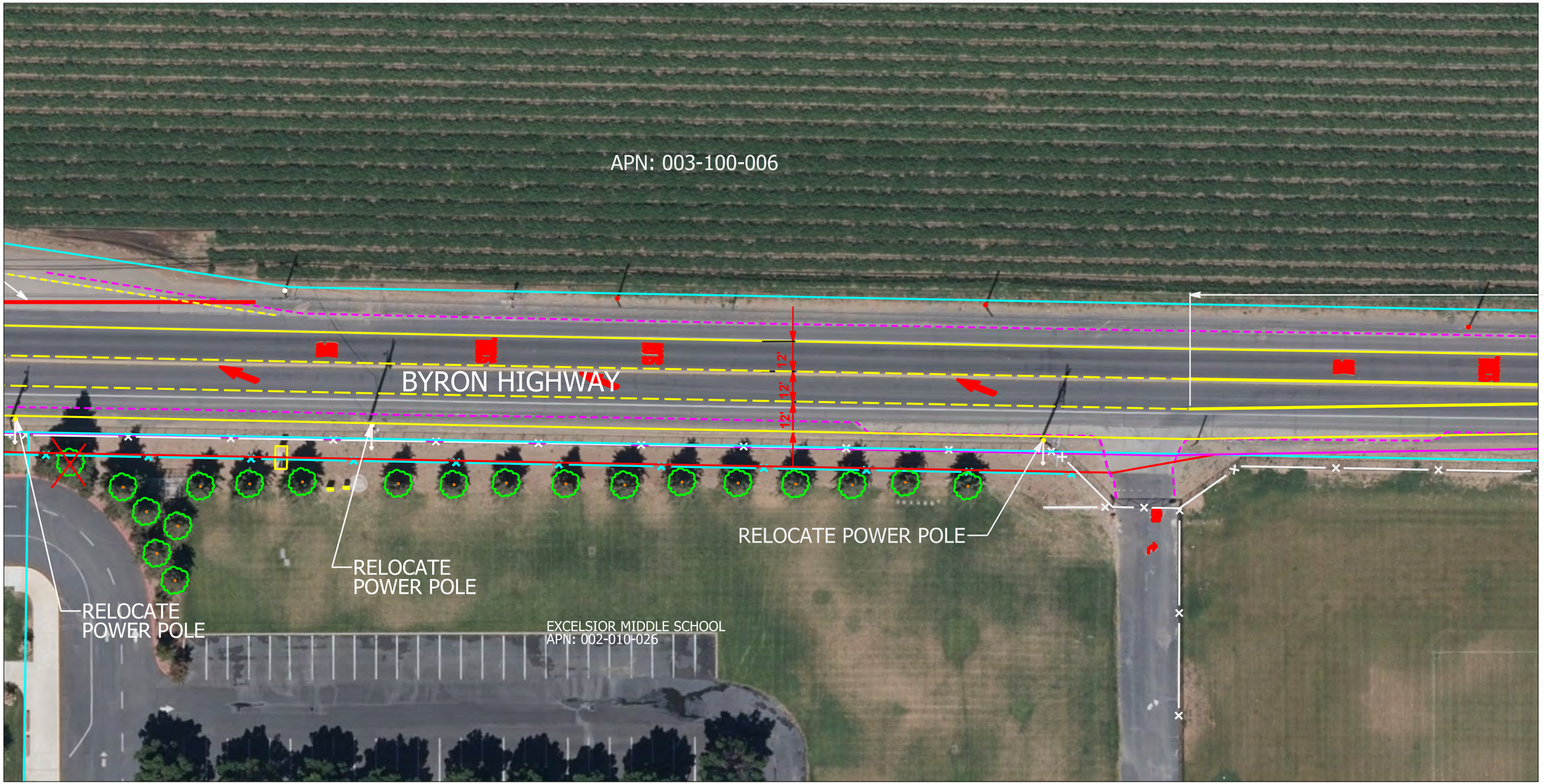
PROPOSED PROJECT LAYOUT

BYRON HIGHWAY / BYER ROAD
SAFETY IMPROVEMENTS

FEDERAL ID NO.: | DB: LL CB: | DATE: JAN 2017 | SHEET 3 OF 5



LEGEND

EXISTING	DESCRIPTION	PROPOSED
	Right of Way	
	Striping	
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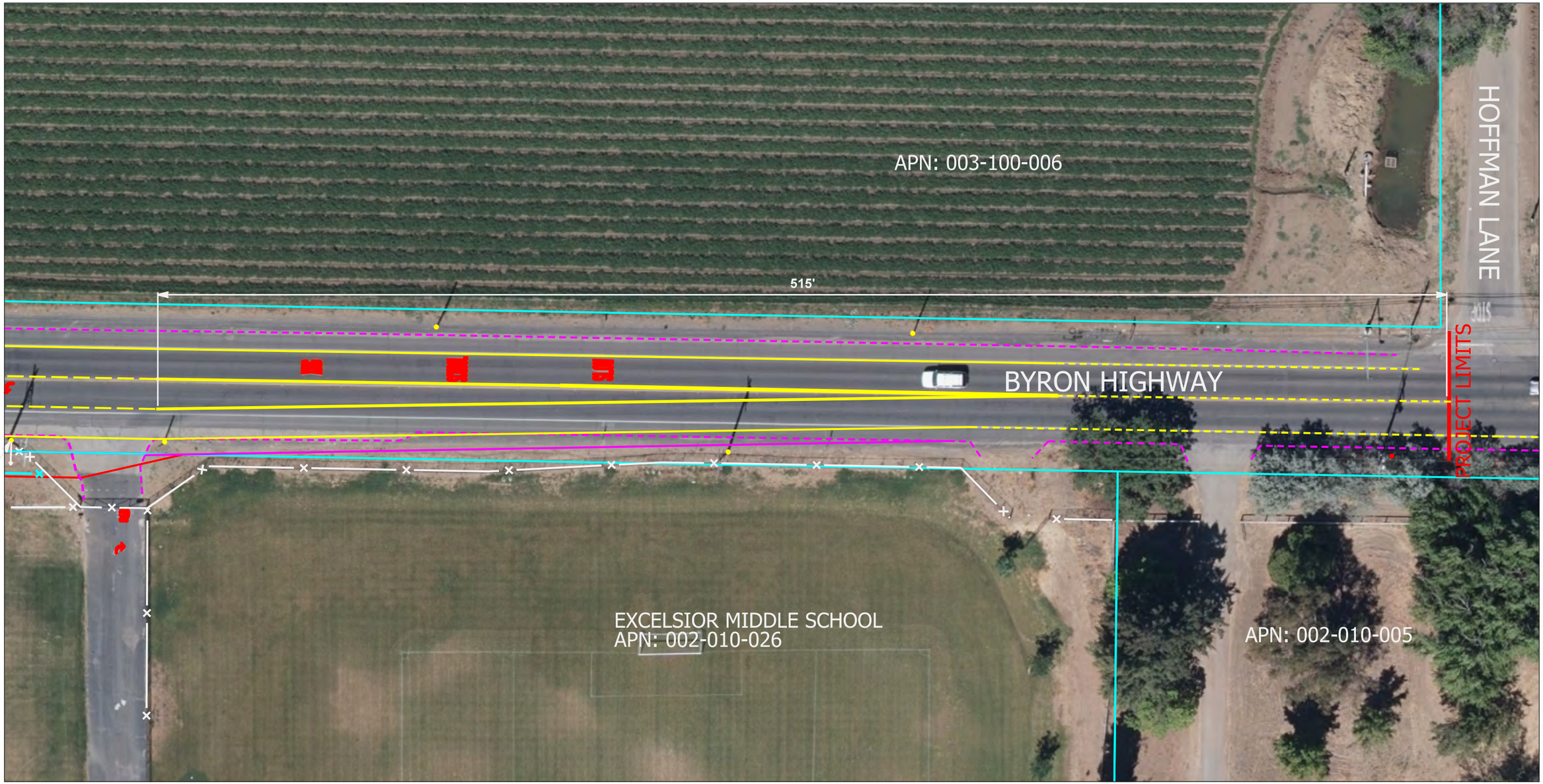
PROPOSED PROJECT LAYOUT

BYRON HIGHWAY / BYER ROAD
SAFETY IMPROVEMENTS

FEDERAL ID NO.: | DB: LL CB: | DATE: JAN 2017 | SHEET 4 OF 5



LEGEND

EXISTING	DESCRIPTION	PROPOSED
	Right of Way	
	Striping	
	Edge of Pavement	
	Sidewalk	
	Fence	

SCALE:
1:40 on 11x17

Contra Costa County
Public Works Department
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PROPOSED PROJECT LAYOUT

BYRON HIGHWAY / BYER ROAD
SAFETY IMPROVEMENTS

FEDERAL ID NO.:	DB: LL CB: AV	DATE: JULY 2016	SHEET 5 OF 5

RTIP ID# *(required)*
240748

TIP ID# *(required)*
VAR170012

Air Quality Conformity Task Force Consideration Date
5/18/17

Project Description *(clearly describe project)*
The Newell Road Bridge Replacement Project (Project) proposes to improve the vehicle, bicycle, and pedestrian access across the San Francisquito Creek. The existing bridge would be replaced with a new 2-lane bridge (see attached figures). Build Alternatives would involve adding signals (Alt 1), and/or changing vertical and potentially horizontal alignments. The existing bridge is of substandard width (18 feet), has no sidewalks, has a vertical profile that restricts visibility, and is hydraulically insufficient. Because all Build Alternatives include signals and/or alignment changes, the project falls under 40 CFR 93.127.

The existing bridge, located between Woodland Avenue (East Palo Alto) and Edgewood Drive (Palo Alto), was built in 1911 (City of Palo Alto 2011). In East Palo Alto, Newell Road connects to Woodland Avenue which provides access to University Avenue and US 101. In Palo Alto, and further from the Project site, Newell Road connects to two main thoroughfares, Channing Avenue and Embarcadero Road which also provide access to US 101.

Newell Road within the project limits is an urban collector (Caltrans functional classification[i]: major collector south of the bridge (in Palo Alto); local street for the bridge and (in East Palo Alto) north of Woodland Ave.). Neither Newell Road, nor its connecting streets Woodland Ave. and Edgewood Ave., are designated as truck routes in Palo Alto or East Palo Alto.[ii] Land use surrounding the project is, and is planned to remain, low density single-family residential in Palo Alto and high-density residential in East Palo Alto.[iii] The nearest major commercial development is on University Ave. between Woodland and U.S. 101, about 1/3 mile northwest of the Project.

The roadway approach width south of the bridge is 36 feet wide, which provides for 2 lanes and shoulders which are designated part of a bike route. The public road ROW also includes planter strips and sidewalks on both sides of Newell Road. North of the bridge, approximately 20-feet away from the bridge span, Newell Road intersects Woodland Avenue. There are no shoulders, planter strips, or sidewalks in the area within East Palo Alto. The horizontal alignment of Newell Road between the two cities is presently offset 90 feet from centerline.

Samtrans bus routes 280 and 81 use Woodland Ave. at the north end of the bridge. No transit service uses the bridge.[iv]

Build Alternatives	Widening?	Signals?	Vertical Realignment?	Horizontal Realignment?
Alternative 1: 1-lane bridge with two (2)-way traffic (under signal control) on the existing alignment of Newell Road		X	X	
Alternative 2: 2-lane bridge on the existing alignment of Newell Road	X		X	
Alternative 3: 2-lane bridge on a partial realignment of Newell Road	X		X	X
Alternative 4: 2-lane bridge on a full realignment of Newell Road	X		X	X

Type of Project:
Bridge Replacement with potential realignment

County	*Narrative Location/Route & Postmiles*
Santa Clara & San Mateo	**Newell Road between Woodland Ave. (East Palo Alto) and Edgewood Dr. (Palo Alto)**

Lead Agency: Caltrans (NEPA) and Palo Alto (CEQA), in cooperation with East Palo Alto

Contact Person	*Phone#*	*Fax#*	*Email*
Michel Jeremias	650-329-2129	N/A	Michel.Jeremias@CityofPaloAlto.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
	X				

Scheduled Date of Federal Action: March 2018

NEPA Delegation – Project Type *(check appropriate box)*

	Section 326 – Categorical Exclusion		Section 327 – Non-Categorical Exclusion
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2/2017	8/2017	N/A	3/2019
End	3/2018	12/2018	N/A	9/2020

Project Purpose and Need (Summary): *(please be brief)*

The Project proposes to maintain and improve the vehicle, bicycle and pedestrian access on the Newell Road Bridge over San Francisquito Creek. The Project also addresses potential flooding risk by increasing the area below the bridge to allow larger flows to pass. Refinements to proposed Build Alternatives were made to avoid unacceptable traffic operations, such as unsafe conditions and extensive queuing.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Developed urban residential area.

Brief summary of assumptions and methodology used for conducting analysis

Existing and future traffic was analyzed for Newell Road, Edgewood Dr., Woodland Ave., and key intersections with major arterials bordering the area.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	On Bridge	Newell S/Edgewood	Newell N/Woodland	Woodland W/Newell	Woodland E/Newell	Edgewood W/Newell	Edgewood E/Newell
Existing AADT	3300 *	3423 *	1805*	4144*	1314 *	582 *	434*
Opening Year 2018 AADT	3366	3492	1841	4227	1340	594	443

* From counts documented in traffic study. No truck counts available.

Intersection LOS. Newell/Woodland is at the north end of the project; Newell/Edgewood at the south. Newell/Woodland is an offset intersection except in Alternative 4 (full realignment); LOS is for the worst of the 2 intersections. Intersections on Newell are stop-controlled except in Build Alternative 2, which would have signals at Woodland and Edgewood. LOS are AM/PM peaks in 2018 opening year.

Alternative	Newell/ Woodland	Newell/ Edgewood	Bayshore/Newell	University/Woodland
1: 1-lane bridge on existing alignment	C/B	B/C	B/B	D/D
2: 2-lane bridge on existing alignment	A/A	A/A	B/B	D/D
3: 2-lane bridge, partial realignment	A/A	A/A	B/B	D/D
4: 2-lane bridge, full realignment	A/B	A/A	B/B	D/D

Source: TJKM Traffic Study, 2016

RTP Horizon Year / Design Year: : If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	On Bridge	Newell S/Edgewood	Newell N/Woodland	Woodland W/Newell	Woodland E/Newell	Edgewood W/Newell	Edgewood E/Newell
AADT	4190	4346	2292	5262	1668	739	551
Truck %	*	*	*	*	*	*	*

AADTs differ slightly between Build Alternatives. As seen in the LOS analysis, small delay changes occur at major intersections (on University Ave.) on the fringe of the Project area.

Intersection LOS. Newell/Woodland is at the north end of the project; Newell/Edgewood at the south. Newell/Woodland is an offset intersection except in Alternative 4 (full realignment); LOS is for the worst of the 2 intersections. Intersections on Newell are stop-controlled except in Alternative 2, which would have signals at Woodland and Edgewood. LOS are AM/PM peaks in 2040 horizon year.

Alternative	Newell/ Woodland	Newell/ Edgewood	Bayshore/ Newell	University/ Woodland	University/ E.Crescent
No Project	A/B	A/A	B/B	E/E	F/F
1: 1-lane bridge on existing alignment #	C/B	B/C	B/B	E/E	F/F
2: 2-lane bridge on existing alignment	A/B	A/A	B/B	E/E	F/F
3: 2-lane bridge, partial realignment	A/B	A/A	B/B	E/E	F/F
4: 2-lane bridge, full realignment	A/B	A/A	B/B	E/E *	F/F **

Source: TJKM Traffic Study, 2016

* PM peak delay 2.4 sec. **more** than No Project; no change in LOS grade. Other Build Alternatives have smaller changes.
** PM peak delay 3.4 sec. **less** than No Project; no change in LOS grade. Other Build Alternatives have smaller changes.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
n/a

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
n/a

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
n/a

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses
n/a

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Potential traffic redistribution from Project anticipated to be minimal. If the bridge were not replaced or were replaced with a one-lane bridge, some local through traffic might avoid the street, but the ADT volumes are small to start with and the effect should be minor if any.

Comments/Explanation/Details (please be brief)

The purpose of the Project is to replace a bridge which is functionally obsolete, does not provide pedestrian or bicycle facilities, and limits the hydraulic capacity of the creek. All replacement Build Alternatives would include vehicular access, provide pedestrian/bicycle improvements, and take hydraulic capacity into consideration. The 2-lane Build Alternatives would provide similar/improved vehicular access to existing conditions, and greater access compared to the 1-lane bidirectional Build Alternative.

Since all Build Alternatives fall under Conformity Rule section 127 due to vertical alignment change (increasing hydraulic capacity), one also includes signals (the one-lane bridge alternative), and two include horizontal realignment, consultation is being initiated to determine that none of the Build Alternatives would be a Project of Air Quality Concern.

AADT: Required factors were not available for the AADT calculation. They are therefore estimated as, for instance, below:

The following equation can be used to estimate AADT for a specific location:

AADT = Vol x D x S x A x E

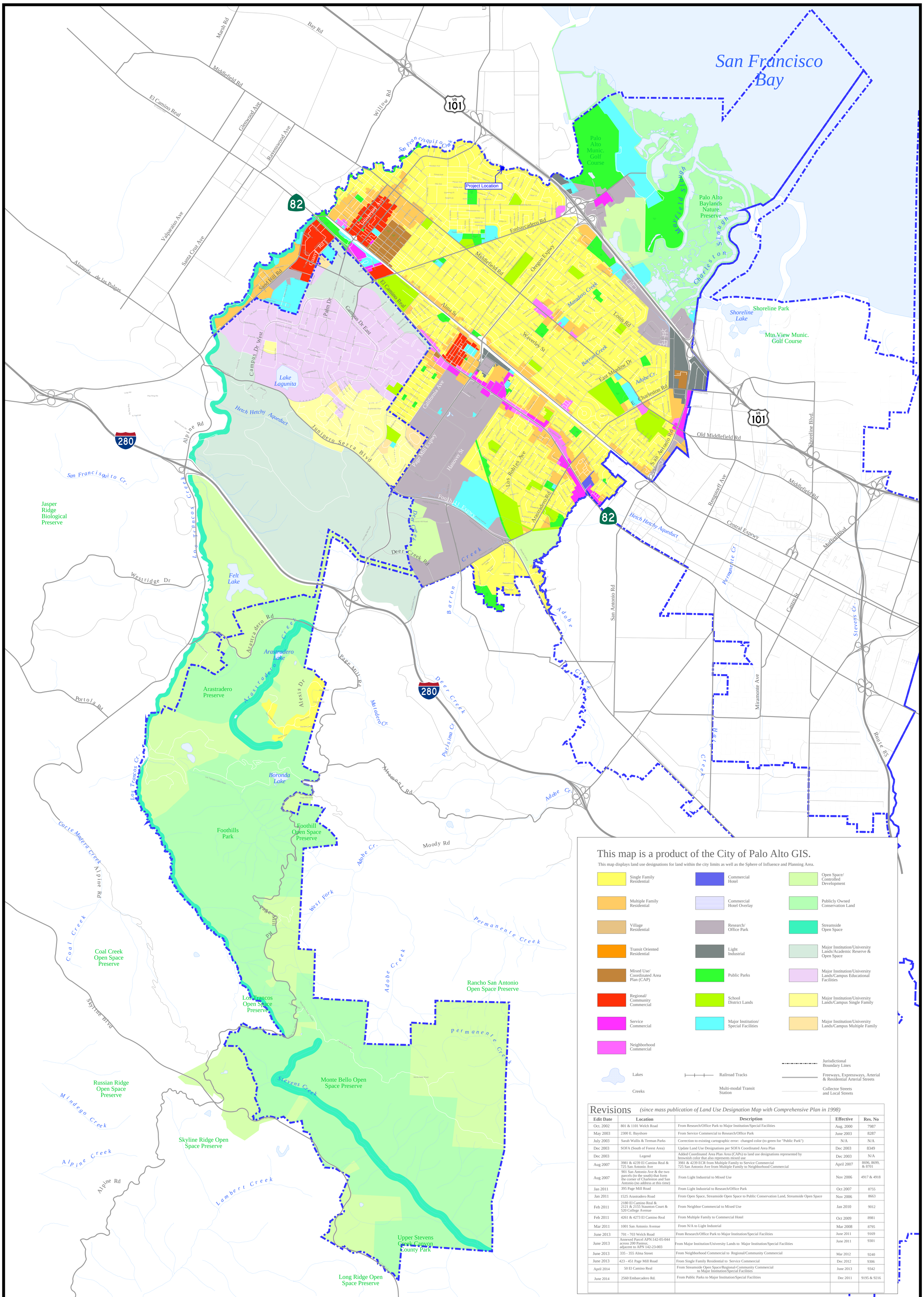
Where:	
	AADT = Annual Average Daily Traffic at a specific location
	Vol = 24-hour axle volume at that location
	D = applicable day-of-week factor
	S = applicable seasonal or monthly factor
	A = applicable axle-correction factor (if needed)
	E = applicable equipment error (if needed)

[i] Map 05M14, accessed 3/24/17: http://www.dot.ca.gov/hq/tsip/hseb/crs_map/05m14.pdf

[ii] Truck route map accessed 5/10/17: Palo Alto http://www.cityofpaloalto.org/civicax/filebank/documents/6922 and East Palo Alto http://www.ci.east-palo-alto.ca.us/DocumentCenter/View/3194, Fig. 6-1

[iii] City Land Use maps accessed 5/10/17: Palo Alto http://www.cityofpaloalto.org/civicax/filebank/documents/8188 and East Palo Alto http://www.ci.east-palo-alto.ca.us/DocumentCenter/View/3192

[iv] Samtrans and VTA service maps, accessed 3/24/17: http://www.samtrans.com/schedulesandmaps/maps.html and http://www.vta.org/getting-around/maps/bus-rail-map



This map is a product of the City of Palo Alto GIS.

This map displays land use designations for land within the city limits as well as the Sphere of Influence and Planning Area.

- Single Family Residential
- Multiple Family Residential
- Village Residential
- Transit Oriented Residential
- Mixed Use/ Coordinated Area Plan (CAP)
- Regional/ Community Commercial
- Service Commercial
- Neighborhood Commercial
- Commercial Hotel
- Commercial Hotel Overlay
- Research/ Office Park
- Light Industrial
- Public Parks
- School District Lands
- Major Institution/ Special Facilities
- Open Space/ Controlled Development
- Publicly Owned Conservation Land
- Streamside Open Space
- Major Institution/University Lands/Academic Reserve & Open Space
- Major Institution/University Lands/Campus Educational Facilities
- Major Institution/University Lands/Campus Single Family
- Major Institution/University Lands/Campus Multiple Family
- Lakes
- Creeks
- Railroad Tracks
- Multi-modal Transit Station
- Jurisdictional Boundary Lines
- Freeways, Expressways, Arterial & Residential Arterial Streets
- Collector Streets and Local Streets

Revisions *(since mass publication of Land Use Designation Map with Comprehensive Plan in 1998)*

Edit Date	Location	Description	Effective	Res. No
Oct. 2002	801 & 1101 Welch Road	From Research/Office Park to Major Institution/Special Facilities	Aug. 2000	7987
May 2003	2300 E. Bayshore	From Service Commercial to Research/Office Park	June 2003	8287
July 2003	Sarah Wallis & Terman Parks	Correction to existing cartographic error: changed color (to green for "Public Park")	N/A	N/A
Dec 2003	SOFA (South of Forest Area)	Update Land Use Designations per SOFA Coordinated Area Plan	Dec 2003	8349
Dec 2003	Legend	Added Coordinated Area Plan Area (CAPs) to land use designations represented by brownish color that also represents mixed use	Dec 2003	N/A
Aug 2007	3981 & 4239 El Camino Real & 725 San Antonio Ave	3981 & 4239 ECR from Multiple Family to Service Commercial 725 San Antonio Ave from Multiple Family to Neighborhood Commercial	April 2007	8696, 8699, & 8701
Aug 2007	901 San Antonio Ave & the two parcels (to the south) that form the corner of Charleston and San Antonio (no address at this time)	From Light Industrial to Mixed Use	Nov 2006	4917 & 4918
Jan 2011	395 Page Mill Road	From Light Industrial to Research/Office Park	Oct 2007	8755
Jan 2011	1525 Arastradero Road	From Open Space, Streamside Open Space to Public Conservation Land, Streamside Open Space	Nov 2006	8663
Feb 2011	2180 El Camino Real & 2121 & 2155 Staunton Court & 520 College Avenue	From Neighbor Commercial to Mixed Use	Jan 2010	9012
Feb 2011	4261 & 4273 El Camino Real	From Multiple Family to Commercial Hotel	Oct 2009	8981
Mar 2011	1001 San Antonio Avenue	From N/A to Light Industrial	Mar 2008	8795
June 2013	701 - 703 Welch Road	From Research/Office Park to Major Institution/Special Facilities	June 2011	9169
June 2013	Annexed Parcel APN:142-05-044 across 200 Pasteur, adjacent to APN 142-23-003	From Major Institution/University Lands to Major Institution/Special Facilities	June 2011	9301
June 2013	335 - 355 Alma Street	From Neighborhood Commercial to Regional/Community Commercial	Mar 2012	9240
June 2013	423 - 451 Page Mill Road	From Single Family Residential to Service Commercial	Dec 2012	9306
April 2014	50 El Camino Real	From Streamside Open Space/Regional-Community Commercial to Major Institution/Special Facilities	June 2013	9342
June 2014	2560 Embarcadero Rd.	From Public Parks to Major Institution/Special Facilities	Dec 2011	9195 & 9216

The City of Palo Alto

The City of PALO ALTO COMPREHENSIVE PLAN 1998-2010

This map is a product of the City of Palo Alto GIS

0' 2200' 4400'

rrivera, 2014-06-24 13:50:53, Land Use Designation Map with RCTextNames (\\cc-maps\gis$\gis\admin\Personal\Planning.mdb)

Figure 4-2: General Plan Land Use Designations

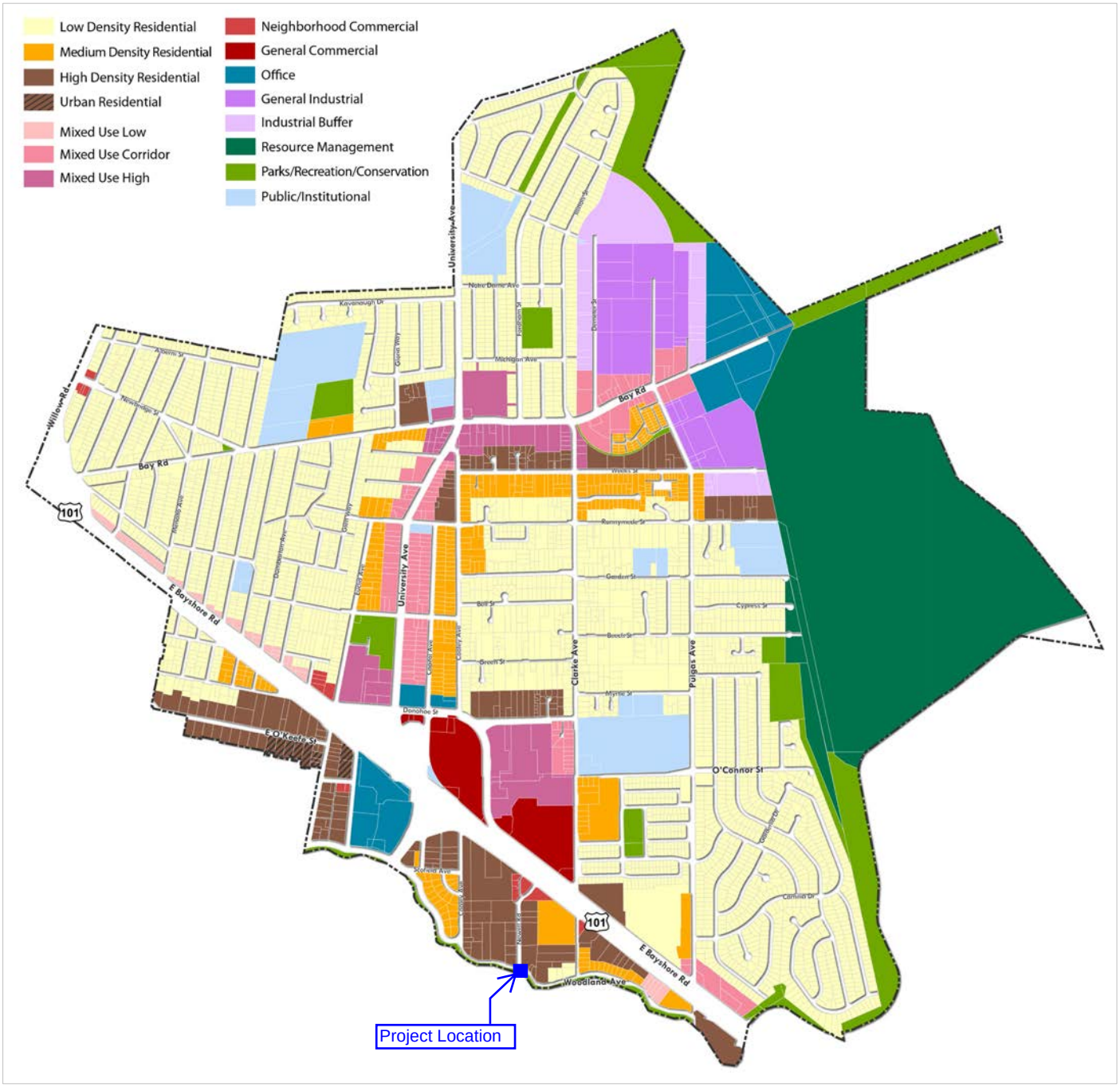
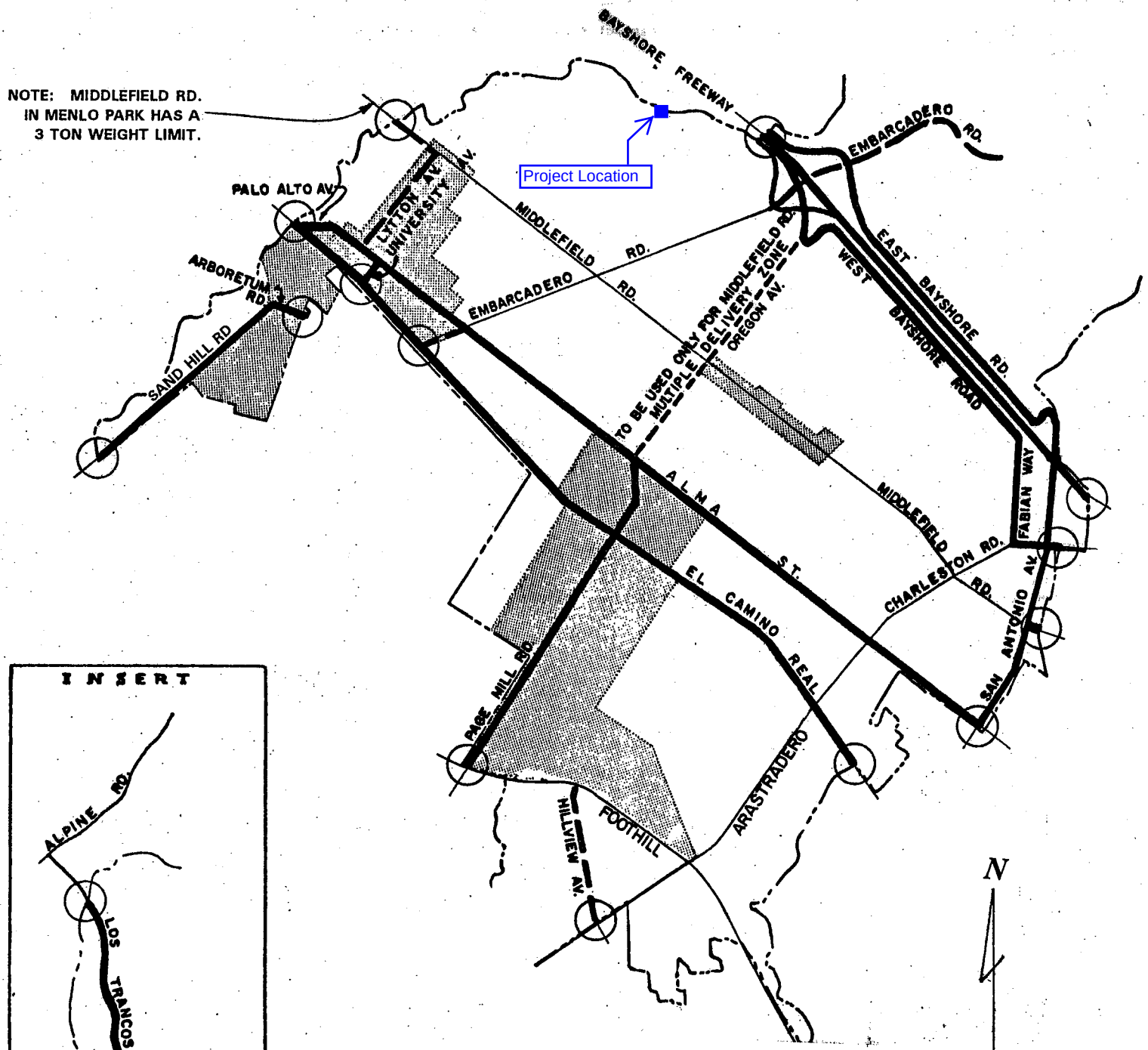


Figure 6-1: Truck Routes

Truck routes on existing streets within East Palo Alto include portions of University Avenue, East Bayshore Road, West Bayshore Road, Donohoe Street, Willow Road, and Bay Road. The new street to be constructed as part of the Ravenswood/4 Corners TOD Specific Plan is a proposed future truck route.

CITY OF PALO ALTO, CALIFORNIA
TRUCK ROUTE MAP
Chapter 10.48 P.A.M.C.



Minimum fine for a truck route violation is $270

LEGEND

- PALO ALTO CITY LIMITS
- THROUGH TRUCK ROUTE
- LOCAL TRUCK ROUTE (7A.M. to 7 P.M. Only)
- SPECIAL TRUCK ROUTE (24 Hrs./Day)
- MULTIPLE DELIVERY ZONE
- ENTRY–EXIT POINT

Palo Alto Police Department
Traffic Division: (650) 329-2687

Revised August 22, 2002

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
SCL	SCL110139	Sunnyvale	Intersection of Mathilda Ave and Indio Way	HSIP7-04-025 Sunnyvale: Mathilda Ave. and Indio Way: Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase	Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase. Install vehicular and bike detection system. If possible reconfigure the intersection and eliminate right turn slip lanes to reduce pedestrian crossing distance	Safety - Safety improvement program
SF	SF-130008	SF County TA	HOV/HOT Lanes on U.S.101 and I-280 in SF	San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes.	Planning, Preliminary Engineering, and Environmental only to convert a mixed traffic lane in each direction to HOV 3+ to enhance carpool and transit operations during peak periods in order to complement HOV lanes through San Mateo county and/or as part of a potential/demonstration congestion charging program in SF.	Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies; Grants for training and research programs; Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
SF	SF-170012	Port of SF	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project.	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east; design and construct a complete street project, including road resurfacing, separated bike lane on Cargo Way, expanded sidewalks, greening, and reduce stormwater run-off.	Safety - Pavement resurfacing or rehabilitation

METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Air Quality Conformity Task Force DATE: May 12, 2017

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New and Revised Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to revise or add into the 2017 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Projects and Revisions Staff is Proposing to Include in the 2017 TIP

Staff has received requests from sponsors to revise two existing projects and add 23 new individually listed and 11 new group listed projects to the 2017 TIP.

Proposed Road Diets

One new project is proposed to be added that includes road-diet elements and two existing projects are being revised to include road-diet elements that may not be treated as exempt from regional conformity under 40 CFR 93.126 or 40 CFR 93.127. However, staff believes that the addition of these elements to the 2017 TIP would not require an update to the air quality conformity analysis for *Plan Bay Area* and the 2017 TIP. The proposed changes are as follows:

1. **Fruitvale Ave HSIP Improvements (Revised Project)**

   FMS ID: 6485
   Sponsor: Oakland
   Current Description: Oakland: Fruitvale Avenue from Ashbrook Court to E 10th St: Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd.

   Current Expanded Description: Oakland: Fruitvale Avenue from Ashbrook Court to E 10th St: Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd.

   Proposed Description: H8-04-014. In Oakland: On Fruitvale Ave from E 10th St to E 23th St: Install crosswalk enhancements, RRFBs, signal upgrades and modifications,

signing, striping, markings. Implement road diet, parking lane reduction and Class II bicycle lane.

Proposed Expanded Description: H8-04-014. In Oakland, on Fruitvale Ave (E 10th St to E 23th St). Install crosswalk enhancements, RRFBs, signal upgrades and modifications, signing, striping, markings. Implement road diet, parking lane reduction and Class II bicycle lane. Existing Fruitvale has 3 lanes (2 NB, 1 SB), 2 parking lanes, and Sharrows on through lanes. To convert to 2 travel lanes (1 NB, 1 SB) with left turn storage lane at intersections, and 2 Class II bicycle lanes (1 NB, 1 SB). CounterMeasures = S6, R36, NS18.
AADT: Approximately 16,000

2. 35th Ave HSIP Improvements (Revised Project)

FMS ID: 6486
Sponsor: Oakland
Current Description: Oakland: 35th Avenue from E 12th Street to I-580: Construct crossing enhancements, a protected left turn phase at Foothill Blvd, and Class II bicycle lanes between International Blvd and E 12th Street.

Current Expanded Description: Oakland: 35th Avenue from E 12th Street to I-580: Construct crossing enhancements, a protected left turn phase at Foothill Blvd, and Class II bicycle lanes between International Blvd and E 12th Street.

Proposed Description: H8-04-015. In Oakland, on 35th Ave (San Leandro St to Sutter St). Install crossing enhancements, HAWKs, RRFBs, signal upgrades/modifications, signing, striping, markings. Implement road diet, Class II buffered bicycle lane from Int Blvd to E 12th St.

Proposed Expanded Description: H8-04-015. In Oakland, on 35th Ave (San Leandro St to Sutter St). Install crossing enhancements, HAWKs, RRFBs, traffic signal upgrades and modifications (include left turn phase), signing, striping, markings. Implement road diet, Class II buffered bicycle lane between International Blvd and E 12th St. Existing 35th Ave is 4 travel lanes (2 NB, 2 SB). To convert to 2 travel lanes, 2 buffered bicycle lanes (1 NB, 1 SB). CounterMeasures: NS19, NS18, S6.
AADT: Approximately 13,000

3. Alameda - Central Ave Safety Improvements (New Project)

FMS ID: 6539
Sponsor: Alameda
Proposed Description: Alameda: On Central Ave from Main St to Sherman St: Implement multimodal street improvements including reduction from 4 to 3 lanes, a center turn lane, bike lanes, a 2-way separated bikeway, 2 traffic signals, and other safety improvements.

Proposed Expanded Description: This Central Avenue complete street project creates a comprehensive multimodal street between Main Street/Pacific Avenue and Encinal

Avenue/Sherman Street, which is 1.7 miles in length and runs through the center of town. Central Avenue connects the Naval Air Station (NAS) Alameda PDA, a ferry terminal, a second proposed ferry terminal, various AC Transit bus lines, commercial and residential areas, the City's largest municipal park, Washington Park, and students biking and walking to/from several neighborhood/charter/magnet schools with an estimated enrollment of 5,000 students. Caltrans¿ jurisdiction covers the east end totaling 0.75 miles as State Route 61. The San Francisco Bay Trail covers the west totaling 0.75 miles. The project includes reduction from 4 to 3 lanes, a center turn lane, bike lanes, a 2-way separated bikeway adjacent to 3 schools, 2 traffic signals, curb extensions at 14 intersections, 3 pedestrian refuge islands, rectangular rapid-flash beacons at 5 locations, 9 new crosswalks and street trees/rain gardens.
AADT: Approximately 8,400 currently and approximately 12,000 projected with the full development of Alameda Point Naval Air Station.

While road diets are may not be treated as exempt from regional conformity, both road diet segments have an estimated AADT of under 20,000 vehicles. As such, staff is requesting the Task Force's concurrence that the addition of this scope to the 2017 TIP will not require an update to the air quality conformity analysis.

Project Development for Non-Exempt Projects

Staff has also received a request to add the following project to the 2017 TIP that is not exempt from regional conformity analysis:

1. **US 101/Peninsula Avenue Interchange Improvements**

   FMS ID: 6580.00
   Sponsor: San Mateo
   Description: In San Mateo: US-101 at Peninsula Ave and East Poplar Ave: Convert a partial interchange to a full interchange at Peninsula Ave by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps at East Poplar Avenue.
   Expanded Description: The Project will improve safety by facilitating the closure of the Poplar on and off ramps which have a higher than average accident rate. It will improve local circulation for all modes in the project area by converting what is currently a partial interchange to a full interchange. Eliminates the circuitous travel patterns from S/B 101 to east of 101. Improves access into north San Mateo and south Burlingame residential and business destinations. Improves bicyclist and pedestrian circulation within the project limit.
   Conformity Issue: Since this project involves the construction of new on and off ramps and the closure of existing on and off ramps it cannot be considered exempt from regional air quality conformity analysis under 40 CFR 93.126 or 40 CFR 93.127. As such, staff proposes to add this project to the 2017 TIP as a regionally non-exempt project.

   However, staff is proposing to add only the preliminary engineering phases of this project to the active years of the 2017 TIP at this time. The remaining phases of the project will be programmed outside of the active years of the TIP for informational purposes only. The regional air quality conformity analysis year for this project does not fall within the

TIP period. As PE is not a capital phase and the programming of the remainder of the project outside the TIP period does not conflict with current model used for the regional air quality conformity analysis, staff is requesting the Task Force's concurrence that the addition of this phase to the active years of the 2017 TIP will not require an update to the air quality conformity analysis.

The capital phases of this project are expected to enter the active years of the TIP through a future update or revision. This project will be brought back to the Task Force for consultation on its regional air quality conformity implications again at that time.

Attachment A includes a list of the remaining projects along with the regional air quality category that staff believes best describes the projects.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

J:\SECTION\PLANNING\AIRQUAL\TSKFORCE\2017\3-23-17\Draft\3a_Regional_AQ_Conformity_Review.docx

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
				Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review		
Alameda	6533.00	ACE	ACE Fixed Guideway (Capital Lease)	ACE: Along ACE Corridor: Capital Lease payments required to operate along Union Pacific corridor	10 year contract with Union Pacific requires Capital Lease payments be made in January of each operating year	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Alameda	6557.00	ACE	Locomotive Procurement	ACE: Systemwide: Purchase two locomotives to replace existing equipment	New RTP - Locomotives capable of pulling two additional passenger cars	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Alameda	6530.00	Alameda County	Active Oakland: A Comprehensive SR2S Program	Oakland: In Oakland Unified School District's most disadvantages schools: Promote walking and cycling	Oakland Citywide to promote walking and cycling through education, encouragement and enforcement activities in partnership with Oakland Unified District, Alameda County Health Dept and Oakland police.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	6583.00	BART	GO Uptown	In Oakland: At the 19th Street BART Station and adjacent public realm: Implement station and streetscape improvements	GO Uptown will fulfill a shared BART and City of Oakland vision to better connect existing and future transit riders, support the revitalization of Oakland¿s long-neglected but slowly emerging Uptown District, and demonstrate a commitment to sustainability. The project specifically will refurbish the 19th Street BART Station flooring, ceiling and platform walls; upgrade lighting; optimize the layout of the station concourse and lower platforms; add a new fare gate array; relocate the station agent booth; and install a new ADA-compliant elevator. The project will also add wayfinding signage both inside the 19th Street Station and at street level and will enhance station area lighting at the street level	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Alameda	6565.00	Berkeley	John Muir Safe Routes to School	Berkeley: Along Claremont south of Ashby near John Muir School: Install speed feedback signs; At the intersection of Claremont and Claremont Crescent: Implement crossing improvements	The proposed improvements will accomplish the goal of increasing use of active modes of transportation by improving the safety of children and others attempting to cross Claremont Boulevard. It will improve the safety of pedestrians by increasing their visibility to drivers with new rectangular rapid flashing beacons, signs, curb bulbouts, and better pedestrian lighting, and by reducing speeds through feedback signs. Curb extensions will bring pedestrians into the roadway, improving visibility, reducing the crossing distance, and further encouraging slower speeds. Lighting will bring better visibility to the crossing at night. These improvements are anticipated to reduce the rate of crashes along Claremont and encourage students and school neighbors to walk to the school and throughout the neighborhood for more trips	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Alameda	6552.00	Emeryville	Emeryville Greenway Crossing Improvements	Emeryville: Greenway trail crossings at 65th, 66th, and 67th: Improve crossings with raised crosswalks, RRFBs, parking adjustments and signage and add bike share station	The Emeryville Bicycle & Pedestrian Greenway Safety & Mobility Improvement Project will improve Emeryville's existing Greenway trail crossings at 65th, 66th, and 67th with raised crosswalks, RRFBs, parking adjustments and signage. The project will also add a bike share station to the existing regional bike share network and bike/ped counter.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Alameda	6559.00	Oakland	Fruitvale Alive Gap Closure Project	In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve ped crossings, add ped scale lighting, reconfigure conflicting	In Oakland, on Fruitvale Avenue between Alameda Avenue and E. 12th Street. Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve pedestrian crossings, add pedestrian scale lighting, reconfiguring/removing auxiliary and slip lanes to increase safety; no road diet.	EXEMPT (40 CFR 93.127) - Intersection channelization projects

Item 3a - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type
Contra Costa	6507.00	CC County	Fred Jackson Way First Mile/Last Mile Connection	In Richmond: On Fred Jackson Way from Grove Avenue to Wildcat Creek Trail: Construct ADA accessible sidewalks with street trees; and from Wildcat Creek to Brookside Dr: Construct pedestrian path and Class II bike lanes	The proposed project, located on Fred Jackson Way in North Richmond between Grove Avenue and Brookside Drive, will construct complete streets improvements and streetscape enhancements. In the southern segment of the project, from Grove Avenue to Wildcat Creek, the current travel lane width will be reduced from 15' to 12' to construct 8' sidewalks on both sides of the street in order to remove barriers to active transportation and create ADA access. The new sidewalks will feature streetscape enhancements such as bulb outs and street trees. In the northern segment of the project, from Wildcat Creek to Brookside Drive, the project will construct 5' bike lanes on both sides of the street and 5' pedestrian path on the east side. The pedestrian path will be separated from the roadway by stormwater mitigation features.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Contra Costa	6528.00	CC County	Pacheco Blvd Sidewalk Gap Closure Phase 3	In Martinez: Adjacent to Las Juntas Elementary School and across Vine Hill Creek on Pacheco Boulevard: Close a gap in sidewalk infrastructure and extend a 6' x 8' concrete culvert	Construction of sidewalk on Pacheco Boulevard across Vine Hill Creek will include extension of the 8' x 6' concrete culvert approximately 25 feet downstream. The existing grouted rip-rap will be removed and replaced with the concrete culvert. The downstream end of the new culvert improvements will include placement of loose rip-rap at a distance and depth as determined to be necessary to protect against future scour. The completed project will include adequate roadway width to accommodate a future class II bike lane.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Contra Costa	6526.00	Concord	Commerce Ave Complete Streets	In Concord: Along Commerce Ave: Upgrade street to Complete Streets standards including installing a Class III bike route, reconstruct asphalt pavement , ADA compliant sidewalk improvements, improved lighting and improved access to transit	Install a Class III bike route, along with reconstructed asphalt pavement roadway, ADA compliant sidewalk improvements, improved lighting and improved access to transit. This will include an all-way stop at Galaxy Way, as well as high-visibility crosswalk	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation
Marin	6575.00	San Rafael	Francisco Boulevard East Sidewalk Widening	In San Rafael: Francisco Blvd East and Grand Ave from Vivian St to Second St: Widen existing sidewalk and construct a pedestrian/bicyclist bridge over the Canal Waterway and a sidewalk on the west side of Grand Avenue	Project includes installing ADA-compliant curb ramps, providing crosswalk enhancements, restriping roadway to accommodate widened sidewalk,providing streetlights and minor landscaping. Francisco Boulevard East and Grand Avenue from Vivian Street to Second	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Regional/ Multi-(	6585.00	MTC	Reg. Prog. for Arterial System Synchronization	SF Bay Area: Regionwide: Develop plans to guide arterial system integration and operations investments, and provide project management and traffic engineering/tech assistance (including procuring traffic signal & comm. equipment and hardware/firmware)	Program for Arterial System Synchronization (PASS), which features PASS and Next Generation Arterial Operations Program (Next Gen AOP), provides consultant assistance for projects nominated by local agencies. The programs support a variety of ITS, arterial active traffic management, and transit planning and operations projects that improve traffic operations along arterials. Such projects can improve traffic safety, improve bike and pedestrian movements, and transit operations and reliability. See MTC990018 for PY funds.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
Regional/ Multi-(	6586.00	MTC	Next Generation Arterial Operations Program	SF Bay Area: Regionwide: Provide technical and financial assistance to local jurisdictions to improve arterial operations.	Regionwide. Provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations through the use of advanced technologies, including for example, adaptive traffic signal controls, transit signal priority, and real-time traffic monitoring.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization projects
San Francisco	6571.00	SFMTA	Central SoMa Plan	San Francisco: Central SOMA: Develop an implementation plan for transportation projects in the Central SoMA Area Plan.	Develop an implementation plan for transportation projects in the Central SoMA Area Plan. Locations under study include 4th Street (Market Street to Harrison Street), 3rd Street (Market Street to Townsend Street), Harrison Street (2nd Street to 6th Street	EXEMPT (40 CFR 93.126) - Planning and technical studies

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
San Francisco	6527.00	SFMTA	Powell Street Safety Project	In SF: Powell Street from Ellis to Post: Improve pedestrian safety and reduce sidewalk crowding to encourage more people to walk, especially to jobs.	The Powell Street Safety Project is located in the heart of San Francisco, on the border of the disadvantaged Tenderloin neighborhood and Union Square retail district. The street has high pedestrian volumes, a disproportionate number of pedestrian-involved collisions and is shared by thousands of residents, workers and visitors annually. The Powell Street Safety Project will widen sidewalks, upgrade traffic signals, improve signal timing, reduce crossing distances, and reduce vehicle volumes on three blocks of Powell Street to reduce sidewalk crowding and encourage more people to walk, especially to jobs, and improve overall pedestrian safety.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Santa Clara	6555.00	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	In Sunnyvale: Various locations: Close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards	In Sunnyvale, close slip lanes, add bulbouts, install detection systems, ADA compliant pedestrian signals, enhance existing bike lanes to include green bike lanes, create new bicycle lanes and bicycle boulevards. The project will upgrade six intersections and traffic signals equipment and hardware and will include ADA audible countdown type of interactive pedestrian signals, infrared detection systems. The project will close slip lanes, enhance existing bike lanes, add green bike lanes, create new bicycle lanes/routes and boulevards. The project will also add high visibility crosswalks at selected locations in Sunnyvale's SNAIL and San Miguel Neighborhoods. The intersection of Wolfe Road and Fair Oaks Avenue in particular has always been challenging to navigate by pedestrians and bicyclists, the project will consider the possibility of reconfiguring this intersection to a T-intersection or a possible roundabout.	EXEMPT (40 CFR 93.127) - Intersection channelization projects
Solano	6536.00	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	In Fairfield: On East Tabor Avenue (north side); Construct sidewalk across the railroad tracks including slight roadway widening. On Tolenas Avenue (east side); widen the existing sidewalk.	In Fairfield: On East Tabor Avenue; Construct new sidewalk on the north side across the railroad tracks to connect the ends of the existing sidewalk and close the gap. Project also includes slight roadway widening to place the sidewalk in the correct alignment, construction of curb and gutter, revised striping to add a class 2 bicycle lane, and improvements as needed for bicycles to use the new pathway across the railroad tracks. On Tolenas Avenue (east side); The existing sidewalk is to be widened from 4 feet to 6 feet, minimum.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Solano	6558.00	Vallejo	Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail segments	The Bay Trail/Vine Trail Gap Closure Project is the culmination of a multiyear feasibility study that investigated and evaluated multiple routes to close the gap between the Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities
Sonoma	6505.00	Son Co TA	Sonoma County - County-Wide SRTS Program	Sonoma County: Countywide: Safe Routes to Schools Education Program in schools, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation	Implement an ongoing Safety and Education Program in schools in Sonoma County, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of transportation to school.	EXEMPT (40 CFR 93.126) - Grants for training and research programs
San Mateo	6529.00	Woodside	Woodside School Safety Pathway Phase 3	Woodside: Along SR-84 between Woodside Elementary and west of the intersection with Canada Road: Create a 6-foot wide pathway, paved shoulders for bicyclist and extend the current multi use pathway improvements; in the vicinity of Woodside Elementary School: implement bike/ped safety improvements	The Pathway Project is a multi-use pathway along State Route 84 that will make active transportation safer and more accessible for families and other trail users. The project proposal includes a separated walking route as well as shoulder paving for cyclists	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Solano	6546.00	Suisun City	McCoy Creek Trail - Phase 2	In Suisun City: Along the west bank of the McCoy Creek canal and the north bank of the Laurel Creek canal between Pintail Dr and Worley Rd: Construct a Class I concrete pedestrian/bicycle trail with a bridge over Laurel Creek canal	The project will also install a prefabricated bridge over the Laurel Creek canal, fencing, railing, site furnishings, monument entrance signs, wayfinding signs, educational kiosk signs, roadway signs, striping, chokers, rectangular rapid flashing beacons, minor landscaping, and shaded vista areas.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities

Item 3a - Attachment A						
County	**TIP ID/FMS ID**	**Sponsor**	**Project Name**	**Project Description**	**Project Expanded Description**	**Project Type**
Proposed New Group Listed Projects for Regional Air Quality Conformity Status Review						
Alameda	VAR170017	Caltrans	GL: Railroad-Highway Crossing	In the County of Alameda: At Dusterberry Way in Union Pacific tracks: Eliminate hazards at railroad grade crossing at intersection of Dusterberry Way in the City of Fremont in the County of Alameda	In the County of Alameda: At Dusterberry Way in Union Pacific tracks: Eliminate hazards at railroad grade crossing at intersection of Dusterberry Way in the City of Fremont in the County of Alameda	EXEMPT (40 CFR 93.126) - Railroad/highway crossing
Santa Clara	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Community Bridges: Purcahse 5 buses	Community Bridges: Purcahse 5 buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Community Bridges: Purcahse communications hardware and computers	Community Bridges: Purcahse communications hardware and computers	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Napa	tbd	Caltrans	GL: Elderly and Persons With Disability Program	NVTA: Purchase 4 buses	NVTA: Purchase 4 buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Solano	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Pace Solano: Purchase 2 buses	Pace Solano: Purchase 2 buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Santa Clara	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Community Bridges: Operating Assistance	Community Bridges: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Santa Clara	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Seniors Council: Operating Assistance	Seniors Council: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	tbd	Caltrans	GL: Elderly and Persons With Disability Program	Faith in Action: Operating Assistance	Faith in Action: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Santa Clara	tbd	Caltrans	GL: Elderly and Persons With Disability Program	MHCAN: Operating Assistance	MHCAN: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies
Solano	tbd	Caltrans	GL: Elderly and Persons With Disability Program	STA: Mobility Management	STA: Mobility Management	EXEMPT (40 CFR 93.126) - Grants for training and research programs
Alameda	tbd	Caltrans	GL: Elderly and Persons With Disability Program	LAVTA: Operating Assistance	LAVTA: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies

Air Quality Conformity Task Force
Summary Meeting Notes
April 27, 2017

Participants:

Andrea Gordon – BAAQMD
Amir Fanai – BAAQMD
Lynn McIntyre – AECOM
Ivy Tao – Baseline
Gary Sidhu – Alameda County Transportation Commission (ACTC)
Dick Fahey – Caltrans
Ginger Vagenas – EPA
Rodney Tavitas – Caltrans
Elizabeth Racca-Johnson – City of Sunnyvale
Shahid Abbas – City of Sunnyvale
Daniel Carley – Kimley-Horn
Dominique Paukowits – FTA
Adam Crenshaw – MTC
Harold Brazil – MTC

1. **Welcome and Self Introductions**: Harold Brazil (MTC) called the meeting to order at 9:35 am.

2. $PM_{2.5}$ Project Conformity Interagency Consultations

a. Consultation to Determine Project of Air Quality Concern Status

i. Maude Avenue Bikeway and Streetscape Project

Elizabeth Racca-Johnson (City of Sunnyvale) introduced the project's design consultant, Daniel Carley (Kimley-Horn) and Mr. Carley began his presentation of Maude Avenue Bikeway and Streetscape project by discussing the background:

- 2014: The City of Sunnyvale conducted a corridor study along Maude Avenue between Mathilda Avenue and North Fair Oaks Avenue to determine feasible alternatives to implement bicycle lanes on the project corridor.
- The City's transportation plan and the 2006 Sunnyvale Bicycle Plan identifies the addition of bicycle lanes on Maude Avenue.
- In addition to the bicycle lanes, the proposed project includes pedestrian improvements (ADA-compliant curb ramps, enhanced crosswalks, removal of free-right turns, etc
- 2015: The City presented the alternatives developed during the Maude Avenue Roadway Allocation Study to the community at two meetings
- May 17, 2016: Based on the recommendations of the City of Sunnyvale staff, the project was approved by the Sunnyvale City Council to proceed to the design and environmental stage.

Mr. Carley went on to give a brief description of traffic conditions in the existing project corridor area by mentioning that there currently is approximately 1,320 vehicles/hour near Mathilda Avenue during PM peak and approximately 750 vehicles/hour near North Fair Oaks Avenue during PM peak. Mr. Carley also gave a thorough description of the Maude Avenue Bikeway and Streetscape project by indicating:

- No roadway widening or new signalization occurs with the project

- Corridor-wide restriping to maintain center-turn lane and provide buffered bicycle lanes by utilizing pavement that currently serves on-street parking
- Upgrade existing curb ramps to meet current ADA guidelines at 23 locations
- Eliminate channelized right-turn movements at Sunnyvale Avenue to improve pedestrian safety
- Modify the existing signal at the Sunnyvale Avenue intersection
- Remove and replace landscaping at the Sunnyvale Avenue intersection
- Relocate VTA bus stop from Maude Avenue to Sunnyvale Avenue to reduce mid-block crossings
- Upgrade In-Roadway Warning Light system at Bayview Avenue
- Corridor-wide slurry seal pavement rehabilitation

Rodney Tavitas (Caltrans) did not believe that the Maude Avenue Bikeway and Streetscape project was of air quality concern, but asked what the opening and horizon analysis years were. Mr. Carley responded stating that 2017 was the opening year and 2035 was the horizon year. Mr. Tavitas mentioned that this information is required in order to make a determination and Mr. Carley indicated that he would make the revision to the project assessment form.

Amir Fanai (BAAQMD) asked if the on-street parking removal (occurring with the constructed Maude Avenue Bikeway and Streetscape project) could cause negative traffic impacts and Shahid Abbas (City of Sunnyvale) answered by stating that the City of Sunnyvale has not experienced any problems with on-street parking removal in the project area and the City does not anticipate any future problems.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email follow-up after the meeting), the Task Force concluded that the Maude Avenue Bikeway and Streetscape project was not of air quality concern.

ii. State Route (SR) 84 Widening, Pigeon Pass to I-680 Project

Gary Sidhu (ACTC) provided an overview to the SR 84 Widening, Pigeon Pass to I-680 project by saying that improvements have been made all along SR 84 from I-580 to I-680 and this project will complete the last segment of improvements to the corridor.

Lynn McIntyre (AECOM) continued with the presentation by saying that the SR 84 Widening, Pigeon Pass to I-680 project will improve SR 84 as a regional connection between I-680 and I-580 and noted that demographic growth in the tri-valley area (between 1970 and 2010) has be seven times the growth that has occurred in Alameda County during that same time period.

Ms. McIntyre stated that the SR 84 Widening, Pigeon Pass to I-680 project is needed to address traffic congestion in the project area:

- SR 84 has congestion and reduced vehicle speeds for approximately 9 hours each weekday
- Bottleneck during PM peak period on northbound I-680 between the Calaveras Road/SR 84 on-ramp and northbound SR 84 off-ramp
- Local roadway congestion from motorists diverting from SR 84 and I-680

Ms. McIntyre concluded by indicating that the SR 84 Widening, Pigeon Pass to I-680 project would not be a project of Air Quality Concern because:

- Truck AADT would increase on SR 84, reflecting a route shift from I-680 and local streets, but truck percentage would be the same with and without the project (4%).
- No change in diesel truck capacity on I-680.
- The project would improve travel speeds and reduce $PM_{2.5}$ emission rates compared to No Build.
- Intersections at LOS D, E, or F and delay times improve with the Build scenario in 2025 and 2045.

Dominique Paukowits (FTA) asked the crash data in the project area and Ms. McIntyre stated she could send it to Harold Brazil (MTC) and Mr. Brazil could distribute the data to the Task Force members. Ms. Paukowits also asked what the CEQA process timeline was and Ms. McIntyre that the environmental document will be a joint NEPA/CEQA document (EIR/EA) will be circulated for public review in the October/November 2017 timeframe. Ms. McIntyre estimated approval of the environmental document in the spring of 2018 and project construction is expected to occur between the years 2021 and 2023.

Ginger Vagenas (EPA) did not think the SR 84 Widening, Pigeon Pass to I-680 project was of air quality concern – EPA does not feel that increases in traffic are not sufficient to create the need for further analysis – and noted that the truck data is not that relevant to EPA's decision when looking at localized impacts. Rodney Tavitas (Caltrans) also mentioned that when reviewing projects of this HOV/HOT-lane types statewide, since commercial vehicles are not allowed on these facilities, Caltrans typically does not feel that these are projects of air quality concern.

Final Determination: With input from FTA, EPA, Caltrans and FHWA (via email follow-up after the meeting), the Task Force concluded that the SR 84 Widening, Pigeon Pass to I-680 project was not of air quality concern.

b. Confirm Projects Are Exempt from $PM_{2.5}$ Conformity

i. Confirmation of the list of exempt projects from $PM_{2.5}$ conformity (2b_Exempt List 041417.pdf)

Harold Brazil (MTC) heard no comments from the Task Force on the **2b_Exempt List 041417.pdf** list of projects.

Final Determination: With input from FTA, EPA, Caltrans and FHWA, the Task Force agreed the projects on the exempt list **(2b_Exempt List 041417.pdf)** were exempt from $PM_{2.5}$ project level analysis.

3. Consent Calendar

a. February April 27, 2017 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

4. **Other Items**

   a. N**EPA Delegation Approval from the Governor** – Rodney Tavitas (Caltrans)

   b. **Possible Federal Government Shutdown Discussion –** All

   c. **Statewide Conformity Meeting/MTC Teleconference site for March 17th** – Harold Brazil (MTC)

   d. **Release of the Draft Transportation-Air Quality Conformity Analysis: Draft Plan Bay Area 2040 and Amended 2017 (in early May 2017)** – Harold Brazil (MTC)